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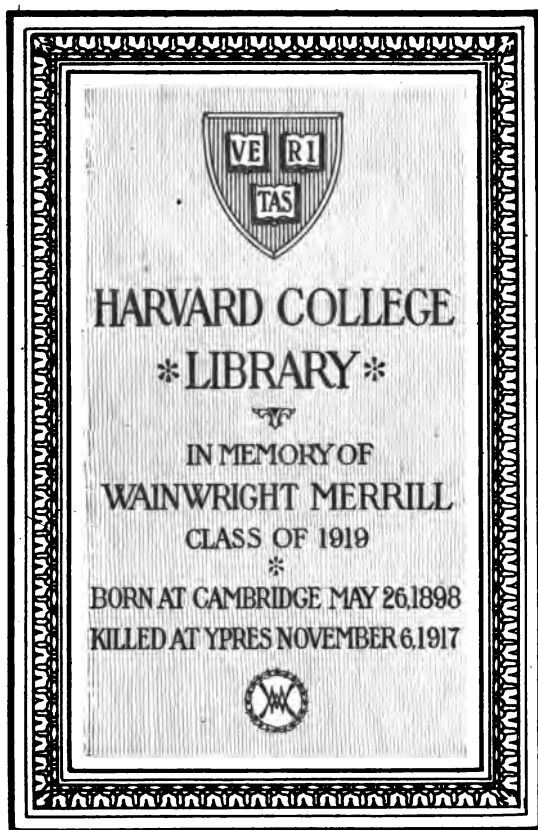


27th

ENGINEERS

U. S. A.

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HISTORY
OF THE
27TH ENGINEERS, U. S. A.
1917—1919

PUBLISHED BY THE
ASSOCIATION OF THE 27TH ENGINEERS

and presented to the members of the Regiment as a record
of their services in training in the United States and
in fighting with the American Expeditionary
Forces in Europe in the Great War
against Germany and its Allies

NEW YORK
1920

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Merrill fund

Cousin Jack Speaks for the 27th Engineers

I 'as 'eld up my h'own on a muck-stick,
An' I naws 'ow to crib up a raise;
An' all other phases of minin'
I've done well, for I naw that it pays.

In 'andlin' a jack or a burley,
Or in cutting a post for a set,
You'll find that I naws all about it,
For 'twas minin' come first, you can bet.

Then the war, with its fright and its 'orrors
Come along. An' they sent out their call
For miners. There's no doubt about it
They was needed—we h'answered—that's all.

D. E. CHARLTON.

PREFACE

This history is a composite production. I drafted the skeleton of the accounts of organization, preliminary training and demobilization, and Lieutenant Burrage, who was appointed regimental historian, did that for the overseas service. Then several officers, but especially Major Norcross and Major Franklin, wove into the story accounts of things with which they were especially acquainted, while Colonel Perry furnished a good deal of material and reviewed the whole. I have been the editor.

W. R. INGALLS.

115 Broadway,
New York.



COLONEL OSCAR B. PERRY

THE 27TH ENGINEERS UNITED, STATES ARMY

The 27th Regiment of Engineers, U. S. Army, was organized under the provisions of an order from the War Department dated Aug. 15, 1917. This order called for the organization, "for the period of the emergency, the enlisted strength being raised and maintained by voluntary enlistment or draft," of certain special and technical engineer troops, among which was specified a *mining service*, consisting of regimental headquarters and six companies. The Regiment was organized and trained as a combatant regiment, for duty in the front lines, its specialty to be military mining, both offensive and defensive. Actually, because of a change in the character and conditions of warfare, its most effective work was done in another field, viz., the construction of bridges in the forward areas, in which work the men's experience in heavy-timber construction was invaluable.

In 1917 the military operations on the western front were still in the deadlock stage of trench warfare and mining and countermining were actively prosecuted all along the front. The immense importance of the mining service had been impressed upon the officers of General Pershing's staff by their observations along the Front, which began immediately upon their arrival in France. The result was the inclusion of a mining regiment in the recommendations for special units, which recommendation was adopted and made effective by the order above referred to.

The work of organization, equipment, and recruiting of the special engineer units was done by officers of the Corps of Engineers, under the direction of the Chief of Engineers at Washington, D. C. A number of Reserve Officers were ordered to duty at Washington to assist in this work, among others Oscar B. Perry, then a captain in the Engineers' Reserve Corps, who had just completed the officers' training course at Plattsburg and American University. Captain Perry, who was soon promoted to the grade of major, and later became the commanding officer of the Regiment, was given the work of laying out the equipment for the mining regiment, and later its organization and



MAJOR RAYMOND E. FRANKLIN



MAJOR FRED S. NORCROSS

recruiting, and he thus had the formation of the Regiment in hand practically from its inception.

The first published news of the 27th Engineers was in the form of a telegraphic dispatch, dated at Washington, Oct. 31, 1917, from Major Perry to the *Engineering and Mining Journal*, as follows:

We are today mailing to mine managers throughout the country an appeal for aid in securing volunteers for mining service in France. Our letter contains the following announcement:

"The Engineer Corps of the United States Army has been authorized to raise by voluntary enlistment a special mining regiment to consist of six companies of 250 men each and to be known as the 27th Engineers, National Army. The regiment is now being recruited. The first company has been formed and is in training at Camp Meade, Md. This regiment is to be made up entirely of picked men from the various mining sections of the country. All trades and occupations in and



LIEUT.-COLONEL M. E. GILMORE

around a mine will be represented and each company will have a sufficient number of men skilled in each trade to enable it to operate as a unit. The work to be done is purely military in character and what is known as first-line work consists of the preparation of underground shelters for the fighting troops and the placing of explosive mines. This work requires a high degree of skill in rapid tunneling construction and involves the handling of all sorts of material from clay and chalk to hard rock. In addition to the regular engineer equipment each company will be provided with special tools such as tunneling and boring machines, drills, compressors, hoists, lighting sets, etc. While most of the work of the 27th Engineers will be underground mining, the regiment will be trained to fight as well as to mine. The commanding officer will be a regular-army engineer officer, the remaining officers of the regiment being largely drawn from the mining engineers who have volunteered their services and who have been given the necessary military training at the officers' training camps. The 27th Engineers offers a great opportunity for the miners of this country to show their skill and courage. Any experienced mining man who wants first-line service in France is urged to enlist at once."

The *Engineering and Mining Journal* added to this:

"We urge upon mine managers their hearty coöperation in recruiting this mining regiment which will be the special representative of the mining industry at the front in France." At the same time was instituted a Comfort Fund for the purpose of providing the men of the Regiment with athletic material, "smokes," and other things to help them along.

Recruiting for the Regiment went on apace. This was done through the office of the Chief of Engineers, by advertising, and by appeals that were mailed to mines and mine operators throughout the country, asking their coöperation and assistance in getting recruits. Experienced miners, both hand and machine drillers, muckers, trammers, timbermen, tracklayers, pumpmen, hoistmen, blacksmiths and tool sharpeners, electricians, machinists, carpenters, surveyors, timekeepers, cooks, shift bosses, mine foremen and topmen comprised the classes of men who were sought especially.

Requests in large numbers were received at the War Department for officers' commissions in the 27th Engineers. It was stated officially, however, that no commissions would be granted in this manner. Major O. B. Perry had, as early as December, 1917, a list of more than 40 mining engineers who had secured commissions after their merit had been thoroughly demonstrated in the regular officers' training camps. It was contemplated that many other names probably would be added to this list, which was expected to be more than adequate to furnish officers for the units to be formed before there should be opportunity to select those best qualified from the ranks. The appointment of officers was made thus by merit and not a few men who enlisted as privates received commissions, some of them before the Regiment went overseas.

At this point mention may be made of the principal officers of the Regiment, although some of them did not join until the organization was in France. Oscar B. Perry, who went over as commanding officer, with the rank of Lieut. Colonel, returning as Colonel, had previously been a distinguished mining engineer and general manager of the Yukon Gold Co. Captain Edwin S. Berry, adjutant, was a very well known mining engineer who had been for many years associated with the enterprises under the direction of Pope Yeatman. Captain Berry was detached from the Regiment just before the St. Mihiel offensive and served at advance headquarters in charge of supply dumps during the St. Mihiel, Argonne and Meuse offensives, performing highly efficient and important work. Lieut. Colonel M. E. Gilmore, who took command of Companies D, E and F, after Companies A, B and C had gone over, was a veteran of the Cuban War and was a civil

engineer who had been connected with the construction of the Panama Canal. Captain Norval J. Welsh, who went over in command of Company A, was a mining engineer. After he had been relieved of his command, Lieutenant Buckingham Miller became the commanding officer of this company. Captain Ward Royce, commanding Company B, was a mining engineer. Captain F. S. Norcross, commanding Company C, was a mining engineer, who had been superintendent of the mine of the Canada Copper Corporation in British Columbia. After Captain Norcross received his majority, Lieutenant Keelyn



MAJOR WILSON G. WOOD, M. C.



MAJOR W. B. NOBLE, D. C.

became the commanding officer of this company. Captain R. E. Franklin, commanding Company D, was an electrical engineer, who had been superintendent of the power and hydraulic plants of the Yukon Gold Co. After Captain Franklin received his majority, the command of this company was assumed by Lieutenant Burnside. Captain C. B. Brown, commanding Company E, was a mining engineer, who had previously had military experience in the Philippines. Captain H. L. Jacques also was a mining engineer. He commanded F Company until September, 1918, when he became Regimental Supply Officer, and Captain Tallant, who had been assistant superintendent of the Braden Copper Co., in Chile, succeeded him in the command of this company. Lieutenant Searight of B Company had

a separate detachment during the major part of the time in France and was promoted to captaincy in February, 1919.

The first step in the actual physical organization of the Regiment was made on Oct. 23, 1917, by the transfer of about 75 men of Company F of the 23d Engineers, which had many men experienced in various phases of the mining industry, to the 27th Engineers, at Camp Meade, Md. This formed the nucleus of Company A, whose full quota of 250 men was finally reached on Dec. 20, 1917. During this time training was conducted energetically. It consisted of infantry drill, physical drill, ceremonies, mine-rescue work, first-aid work, field fortifications and activities of a similar nature. Capt. Norval J. E. Welsh, who had been appointed to the command of Company A, acted temporarily as commanding officer of the Regiment.

With the advent of January, 1918, affairs began to assume a more definite form. Major Perry was promoted to Lieutenant-Colonelcy and on Jan. 29, 1918, was assigned to the command of the Regiment. First Lieut. C. J. Mampel was ordered from duty in the office of the Chief of Engineers, in Washington, to Camp Meade to join the regiment, and similar orders were issued to First Lieut. A. F. Victor, of the 513th Service Battalion, and to First Lieuts. J. M. Jenkins and H. D. Kinney, who had been stationed at Camp Lee, Virginia. Capt. Edwin S. Berry, a very well-known, very competent and very popular mining engineer, was also ordered to duty with the Regiment and was immediately appointed by Lieut.-Colonel Perry to be his adjutant.



CAPTAIN HENRY L. JACQUES



CAPTAIN EDWIN S. BERRY



CAPTAIN JOHN W. BALCH



CAPTAIN GEORGE P. SEARIGHT

ORGANIZATION

The First Battalion

Lieut. Colonel Perry formally assumed command of the Regiment on Jan. 31, 1918. It was decided to make the first presentation from the Comfort Fund upon this occasion, so a fine outfit of athletic material for indoor and outdoor use, of games such as checkers, dominos, and cards, together with a stock of cigarettes and smoking tobacco, was purchased. In order to present these things to Company A at assembly on Jan. 31, it became necessary to move quickly. Consequently, the goods were purchased in Washington by Lieutenant Mampel. Mr. Manning, director of the U. S. Bureau of Mines, who took a great interest in the Regiment, kindly furnished a truck to take the cases to Camp Meade, thus insuring prompt delivery.

At assembly Lieut. Colonel Perry, who had just arrived at Camp Meade, offered his greetings to his men in some brief well-chosen words, described the organization of the Comfort Fund, and introduced Mr. W. R. Ingalls. Mr. Ingalls told the men that he spoke in behalf of the mining industry. He said "the men forming the regiment were a part of the mining industry of the country. They had come out of that industry and would come back to it. In the meanwhile the industry was going to be thinking about them and was going to back them up." Miners have special traditions, he said, among which are the ideas of sticking together and being efficient. The Twenty-seventh, as an engineering and mining regiment, was a unit that was bound to be a crack regiment in a crack corps and it could count upon aid from the industry whence it came. The industry itself would have pride in it. Following Mr. Ingalls, Captain Trounce, of the office of Chief of Engineers, who served for 18 months with a mining company of the British Army, described mining conditions at the front.

On Feb. 1, Company B was organized by the transfer of all of the men in the Recruit Detachment—the regimental reservoir—and on Feb. 18, Company C was organized in the same manner. Company A, with a small sanitary detachment, left for Camp Merritt on Feb.



CAPTAIN CLAUDE D. BROWN



CAPTAIN WARD ROYCE



CAPTAIN JOHN D. TALLANT



CAPTAIN CHESTER J. BRADY, M. C.

16 and on Feb. 27 most of the company sailed on the S. S. "Agamemnon;" 60 men who were held in camp under quarantine owing to an outbreak of mumps followed on the S. S. "La Touraine" on March 14.

For a while the recruiting of Companies B and C proceeded but slowly and both officers and men, who were anxious to get to the front, became impatient. Renewed efforts were made to obtain volunteers, who especially were desired. Mine managers all over the country were requested to interest themselves in filling up the ranks. By this time the Regiment had been equipped with rifles, had become proficient in the manual of arms and exhibited all the appearances of a well-trained regiment. Company A was provided with mining tools, portable machinery, etc., in a way that was considered superior even by veterans from abroad.

As rapidly as men were received, direct from the mining camps throughout the country, or from the training camps where they had enlisted, they were placed under Captain Franklin, who had charge of the Recruit Detachment, and taught the elements of infantry drill. As soon as this preliminary training was completed, the men were transferred to B and C Companies, in about even numbers, and continued their training with those companies. While at Camp Meade, the 27th was called on for its proportion of the camp engineering work, and did its work so well that it became in great demand. The principal part of the work consisted in the building of the gas training trenches, construction of dugouts for gas work, repair of bridges, culverts and roads, and construction of a snipers' rifle range.

Companies B and C were finally brought up to full strength and more, by May 29, and their preliminary training was rushed. They were given substantially the same training as Company A, with the addition of two weeks at the Naval Academy Rifle Range at Annapolis. On the rifle range at Annapolis, the men proved themselves to be natural rifle shots, the scores averaging high, and many of the men qualified for marksmen; a few for expert rifle men.

Companies B and C received their marching orders very soon and, leaving behind a large body of men to form the nucleus of the second battalion of the Regiment, entrained at Camp Meade on June 28, 1918, with Lieut. Colonel Perry, half of Headquarters, and half of the Sanitary Detachment, under Major Wood, the chief medical officer of the Regiment. These companies arrived the following day at Hoboken, boarded the S. S. "Siboney" and sailed on June 30, 1918. These companies, like Company A, were provided with athletic outfits out of the Comfort Fund and each man received a farewell gift of cigarettes and tobacco.



LIEUTENANT G. B. KINKEAD



LIEUTENANT JAMES L. KEELYN



LIEUTENANT LEWIS E. BURNSIDE



LIEUTENANT HAROLD K. SMITH



THE OFFICERS OF THE REGIMENT

Before Lieut. Colonel Perry sailed with Companies B and C he discussed with Mr. Ingalls the matter of providing the Regiment with the instruments for a band out of the Comfort Fund, engineer regiments not being furnished with bands by the Government. Lieut. Colonel Perry made the modest request for 16 pieces, which was promptly granted. However, owing to some delay Companies B and C had to depart without them. The Association, in subsequent conference with Major Gilmore, thought that it would be well to give the Regiment the 36 pieces for a full regimental band, which was done. Players were selected from Companies D, E and F, who were so eager to make the music that they agreed to carry the instruments in addition to their regular packs. Chaplain Kinkead interested himself in guiding affairs, music was provided out of the Comfort Fund, and before this battalion embarked the band was performing very creditably. From that time onward the band was an important factor in all the activities of the Regiment, and did splendid service in relieving the tedium of the dreary period while the Regiment was waiting to come home. After the arrival home, upon the disbanding of the Regiment, the Association presented to each member of the band the instrument that he had played.



THE REGIMENTAL BAND

The Second Battalion

After the departure of Companies B and C from Camp Meade in June, 1918, those officers and men who had been left behind under Major M. E. Gilmore to organize the Second Battalion buckled down to their work with the one idea of joining the first Battalion in France as soon as possible. On July 1 Company D was organized by the transfer of 100 men and four officers from the Recruit Detachment, under Capt. R. E. Franklin. On July 5



AT CAMP MEADE

headquarters were moved from Camp Meade, Md., to Camp Leach at American University, Washington, D. C. An active recruiting campaign was at once started to bring the Battalion up to full strength as soon as possible. A recruiting party was sent into the mining districts of southwestern Missouri, Kansas, and Oklahoma, and a large number of desirable men was obtained there. These men, with drafts from the Army schools of mining at Rolla, Mo., and Houghton, Mich., formed the nucleus for companies E and F. Company E was organized with 150 men on July 16 under Capt. C. D. Brown, and Company F on July 24 with the same number under Capt. H. L. Jacques. Recruits came in so fast that by Aug. 10 there was a large surplus from

which to select the men needed to bring the Battalion to full strength. Miners came from all parts of the continent; placer miners, hard rock men and coal miners; gold miners from Alaska and California; copper miners from Montana, Colorado and Arizona; iron miners from Michigan; zinc and lead miners from Kansas and Missouri, and coal miners from Pennsylvania. Mechanics of all kinds came from the various Army trade schools and from every state in the Union. As the Battalion was under orders to prepare for embarkation as soon as the organization was complete a most strenuous course of instruction for both officers and men was inaugurated and carried out daily in spite of a temperature of around 100° F. in the shade. This heavy drill rapidly eliminated the physically unfit and the three companies soon rounded into shape. Companies D and E each spent a week at the Naval Rifle Range at Glenburnie, Md., where some exceptionally fine rifle records were made. These companies left the range with the highest shooting score ever recorded there, over 70 per cent. of the men being rated as marksmen and 30 per cent. as sharpshooters. On Aug. 20 four of the men of the Regiment who had gone to Officers' Training Camp from Camp Meade rejoined as 2nd Lieutenants, namely lieutenants Green, Greenan, Butner and Guiteras. These officers completed the organization, which consisted of three companies of 250 men each, a detachment of regimental headquarters men and a Sanitary Detachment, with the following officers:

Lt. Col. M. E. Gilmore
 Capt. J. W. Balch
 1st Lt. H. K. Smith
 1st Lt. C. J. Mampel
 2d Lt. J. O. Greenan
 Chaplain G. B. Kinkead

Capt. R. E. Franklin
 1st Lt. W. K. Hillyard
 1st Lt. L. E. Burnside
 2d Lt. C. E. G. Wikoff
 2d Lt. W. O. Green
 2d Lt. E. C. Groener

Commanding Battalion.
 Battalion Headquarters.
 Battalion Personnel Officer.
 Battalion Supply Officer.
 Battalion Transportation Officer.
 Regimental Chaplain.

Company D
 Company D
 Company D
 Company D
 Company D
 Company D



COMPANIES B AND C AT CAMP MEADE

Capt. C. D. Brown
1st Lt. C. M. Pearce
1st Lt. H. D. Kinney
2d Lt. W. S. Squibb
2d Lt. D. J. Butner

Company E
Company E
Company E
Company E
Company E

Capt. H. L. Jacques
1st Lt. G. S. Denithorne
1st Lt. J. A. Atkins
2d Lt. W. M. Lahy
2d Lt. J. R. Guiteras

Company F
Company F
Company F
Company F
Company F

Capt. J. C. Brady (Medical Corps)
1st Lt. L. Segal (Medical Corps)
1st Lt. W. Fuller (Dental Corps)

Sanitary Detachment.
Sanitary Detachment.
Dental Officer.

On Aug. 21 the Battalion left Camp Leach for Arlington, Va., to entrain. The march was made under full packs and a broiling sun, and with new stiff shoes and equipment was one of the hardest tests the Battalion had undergone to this time. The trip to Camp Merritt, N. J., in regular coaches was the Battalion's last experience with plush seats for many a long day. Arriving at Camp Merritt a long siege of examinations and inspections commenced immediately. Nothing was overlooked and at the conclusion of the final inspection it could truthfully be said that every man and every piece of equipment was perfect. This was the Battalion's first introduction to the "military haircut" and many a wonderful "pompadour," "college cut" and "football special" went down in ruins. Many a man ruefully surveying the result afterward wondered whether he actually looked like that or was it the fault of the "darn tin mirror." An official report by the inspecting officer of the camp stated that this battalion was the best equipped outfit that had yet passed through Camp Merritt. The regimental band had been organized while the battalion was at Camp Leach and at Camp Merritt it played good music. The same outfits of athletic material, tobacco, etc., was given to these companies as to the others.

OVERSEAS SERVICE

Under the plan adopted by the War Department for the shipment of troops, the different organizations throughout the country were recruited, trained, and sent overseas in "phases," each phase being made up of a given number of troops of the different services. Under this arrangement there was provided space enough for only a limited number of special engineer units in each phase. This lack of space resulted in the splitting up of a number of units and the sending of regiments overseas piecemeal, so to speak. Thus A Company was sent alone in the first phase, B and C Companies in the second phase, and D, E and F, comprising the Second Battalion, in the third phase. The result was that the Regiment was not united and serving as a whole until the Argonne-Meuse offensive was well under way, in October, 1918.

On account of the different lengths of service of the different companies of the Regiment, it is necessary to deal with the activities of these companies separately. Of the entire Regiment, A Company alone arrived in France while the armies were still entrenched and trench warfare was still the order of the day. By the time B and C Companies arrived, the great German offensive had been sprung, and the Foch counter-offensive was under way; trench positions had been abandoned, or were being used for temporary shelter only; the war of movement was on, and mining warfare, including all forms of underground work except temporary entrenchment, was at an end. Thus it was that the 27th, which had been intended for mining work in underground operations, was thrown into other forms of engineering, finally to establish itself as the bridge building regiment of the First Army Engineers. The only dugout work done was by A Company, on the Toul Sector, and by C on the Vesle. The other activities of the Regiment embraced road building, quarry work, water supply work, light railway construction and maintenance, and finally, the bridge building operations, in which the Regiment reached its greatest efficiency and established itself in the annals of the A.E.F. The training of the men in underground timbering, and their knowledge of heavy construction, proved invaluable for the construction of the heavy bridges needed for the Army transport, and in this department alone the miners more than justified their organization as a special unit.

First Battalion

Returning to the narrative of company operations; Company A debarked at Brest on Mar. 11, 1918, and after four days' rest at the Pontanezen barracks entrained for Jorquenay, a village near Langres, in the Department of Haute-Marne, where the men were joined on Apr. 9 by the part of the company that had been delayed by quarantine in leaving New York. At Langres the company was attached to the Army Engineers' School, and spent five months constructing model field fortifications, erecting camouflage, building roads, and acting as instructors in mining and pioneering. Although comfortably situated, the men chafed at the delay in reaching the front, for during this entire period only one detail, sent under Lieutenant Edmondson to repair dugouts on the Toul sector with the 26th Division, had any "excitement," this being in the form of a severe bombardment by high-explosive and gas shells, which did not, however, result in any casualties. While at Langres Company A had the honor of forming the escort of the body of the lamented Capt. John Duer Irving, 11th Engineers, whose funeral took place on July 23, 1918.

On Aug. 7 Company A left Jorquenay for Baccarat, Meurthe-et-Moselle, and worked under the direction of the 26th Engineers on water supply for the front areas. This service involved the construction and repair of reservoirs and pipe lines, and the installation of pumping systems. One detachment of 180 men, under Lieutenant Edmondson, was ordered to Griscourt and served on the advance throughout the St. Mihiel offensive, which began on Sept. 12 and terminated on the 17th. This water-supply work was of great importance in the offensive, and the company earned for itself the commendation of the Chief Engineer, First Army, for its part in this achievement. From Griscourt and Baccarat the company was ordered to Les-Islettes-en-Argonne, and its further activities will be described under the Argonne-Meuse offensive.

Debarking at Brest on July 13, 1918, Companies B and C, with the first half of Headquarters, spent four days at Pontanezen barracks. During the stay at Pontanezen barracks the two companies showed advance signs of the resource and confidence that was to carry them through the hard places of their field campaigns. Although the last of the thirty odd thousand troops to debark, they were fortunate enough to draw good billets inside the barracks, when the surrounding fields, low and wet, were filled with other troops in "pup" tents. But while fortunate in this respect, they had scant luck in drawing camp equipment. However, in two days they had the most complete set of culinary and kitchen requirements in camp. Big stoves made of brick with sheet iron tops and stove pipe rapidly appeared, together

with other articles, all "borrowed" from various outfits in much the same manner that the fire wood was obtained. The wood ration was



"PUNKINS," THE REGIMENTAL MASCOT, WITH W. H. HALL, COMPANY C.

based on French practice plus U. S. Army Book formulæ; as a result the first day's issue lasted nicely—for breakfast. Something radical

was necessary if dinner and supper were to be served. Two squads of men were pressed into service; the first squad marched to the woodpile and began to load, the guard stopped them, they surrounded him and argued while squad No. 2 loaded up at the back of the pile. That self preservation is the first law of nature had been learned by these men in civil life and it proved a big help. Nothing that they needed was safe unless it was "hot" or "nailed down."

In their quest for action Companies B and C were destined to be more speedily rewarded than Company A had been, for they had reached France in the midst of the great Chateau-Thierry offensive, where America was bending every effort to break the backbone of the German drive toward Paris. Companies B and C were at once assigned to the Corps Reserve, First Army Corps, and on July 20, seven days after reaching France, marched into the Belleau woods, near the villages of Epaux and Buire, where they acted, until Aug. 1, as reserve infantry. Here they received their first shelling, from which, with good fortune, they escaped unscathed, and here they learned to don their gas masks for every automobile horn (a very popular time-killer with green troops). The march of the two companies up to the front was conducted at night, to avoid enemy observation, and under "secret" orders, which led to many surmises as to the ultimate destination. On this march the men learned the necessity of reducing the size of their packs, and numerous bundles of personal belongings found their way back to headquarters at Saacy.

Companies B and C, having been assigned to the Corps Reserve, First Army Corps, received their marching orders after being only four days at Pontanezen barracks. The original intention had been to detrain the companies and regimental headquarters at La Ferte sous Jouarre, but the railroad station at that point was destroyed by an enemy airplane raid on the night of their arrival, and the train was sent on to the railhead at Nanteuil, where the companies detrained at three in the morning, with occasional enemy shells exploding around the station, making a sort of Fourth of July celebration in honor of their arrival. No member of this small command is likely soon to forget his introduction to the battle area at the start of a great offensive. The sky was lighted on all sides by the flash of the guns, and the roar was incessant. It was a quiet and subdued bunch of soldiery that marched off in small groups (with hundred feet intervals between to avoid casualties from a stray shell) to be introduced to the first of a long series of billets in French towns. The little town of Saacy-sur-Marne narrowly escaped destruction, but its buildings were, for the most part, intact. The men were billeted in cellars, courtyards, and barn lofts, where they soon made themselves comfortable. The officers were



SAACY-SUR-MARNE

quartered in the houses of the town, which, small as it was, did everything possible to make officers and men comfortable.

The two companies were scarcely settled and "packed away" in Saacy when the captains were hastily summoned to headquarters and received orders from Lieut. Colonel Perry that they were to move out in five hours under full fighting equipment for Paris Farm. The column was to move at 11 p.m. and had to reach its destination by 6 a.m.—a night march, as day troop movements were forbidden on account of enemy airplane observation. The fact that they were ordered up as reserve infantry disturbed no one—*then*—and lack of knowledge of what was happening beyond Paris Farm helped make the preparations more like a picnic than otherwise.



OFFICERS OF COMPANY B AT SAACY-SUR-MARNE

This first march was probably the most momentous and at the same time most instructive performance that these outfits "pulled off" while in sunny France. Before it was over the "sunny" part had become decidedly "gummy," the two captains had been labeled "punk pathfinders," and the constant stream of passing ambulances full of wounded had substituted reality for imagination with appalling suddenness; men who had been slyly dropping off ammunition clips to lighten their load decided that tin bacon cans and extra shoes were much less important and promptly switched.

Seven long wet hours were spent on this four-hour hike, and the detachment arrived, that is most of it, just in time to draw a nice wet swampy woods for a temporary camp. The string of stragglers came in unmolested by the Military Police at the crossroads, for no Boche aviator could have reported them either as soldiers or missionaries. But they were learning fast. That night at 10.30, messengers from the C. O. of the Reserve Unit to which B and C Companies were attached passed the word that they were to move out at midnight by trucks and in lightest marching order. It was something special when trucks were sent for transportation of troops, so everybody took two gulps and began throwing away excess equipment. Insufficient trucks for the four companies of regulars and B and C Companies of the 27th arrived, so C Company had to hike, and as usual it rained.

The six companies—B and C being attached to four companies of regulars, 2nd Trench Mortar Battalion—went into camp in the woods near Buire. This woods was overgrown with underbrush and full of broken limbs from stray shells. The soil was "mucky" and in order to keep the men busy during the day the command—B and C Companies, *not the regulars*—decided to "police up." The men gathered all the brushwood and dead limbs in neat piles and finding excellent white sand nearby, laid out some nice paths to "kill" the mud. Several German machine guns were brought in, repaired and tried out. Some 9000 rounds of ammunition was brought in from the field, as well as 7500 rounds of U. S. rifle ammunition. The machine guns were set up on sentry posts and the U. S. cartridge clips served as an excuse to hunt up a rifle range in a sheltered gully and start practice. All these ideas met with prompt opposition. A cranky Headquarters Colonel stopped the rifle practice, the C. O. of the Regulars in the detachment made slighting remarks respecting the visibility of the woods after its cleaning and arrangement with the nice white paths. The machine guns opened up that night on a Boche plane flying low. It returned later with a companion and bombed the woods, but not this part. This episode also drew some caustic remarks from the C. O.

It was here that Lieut. Keelyn of C Company "felt" his first shell.

While talking with some nearby French troops a shell hit near them. The French dropped like stones, but not Lieut. Keelyn; he didn't know enough. The French were much struck with his bravery and set him up some free wine. They would have taken it back if they had seen him a little later when the camp was shelled. The Boche happened to land three 210 mm. shells (8 inch) right in the middle of the camp and along the main path. Fortunately they were "duds" but the men didn't know it. All grabbed gas masks and looked for shelter, and there were some very comical incidents. Pup tents, four-inch trees, wicker chairs, bedding rolls and typewriters were chosen for protection, mess kits and tin hats were used for shovels, and those who jumped into the kitchen refuse pit had to be rolled in the creek later in sections. But when the shelling became heavier the men were better prepared and knew what to do, as evidenced by the fact that Captain Noble, the dental officer, went to sleep in a three-man dugout and woke up with a whole squad packed on him.

On Aug. 1 the two companies returned to their headquarters at Saacy, rested there a week, and on Aug. 8 separated, Company B reporting to the 14th Engineers at Trugny, where the company constructed a narrow gage railroad bridge over the Ourcq River. They returned to Saacy, and on Aug. 19 left, with the Regimental Headquarters, for Neufchateau, in the Vosges.

After a week's rest at Neufchateau, Company B left Headquarters, operated a large engineer dump near Toul for about two weeks, and from then until Sept. 18 worked with the 26th Engineers on water-supply service in the forward areas of the St. Mihiel district. During the progress of this famous offensive (St. Mihiel), one detachment, at Thiaucourt, was heavily shelled, and one man was gassed. Lieutenant Searight distinguished himself by a search, under heavy shellfire, for men who had lost their way.

Company C also left Saacy on Aug. 8 as Third Corps Engineers and marched to Fere-en-Tardenois, where it was used in clearing the railroad yards of explosives, mined tracks, etc. Here it received orders to move to the vicinity of Dole, about four kilometers back of the Vesle River, then the American front line. The woods in this neighborhood were full either of living or dead, and the little village of Dole, composed of some 10 houses in fair shape, was vacant, probably because it was at the crossroads and in the open. However, C Company officers decided that if given two quiet days they could make it safe in spite of its undesirable location, and they did. The men were distributed and told to dig in, and in a short time the village was full of tunnels, winzes and raises from house to house. It was this work that brought the company to the attention of the artillery outfits of

the 32nd and 77th Divisions and gave them their chance to do some real work under fire.

One observation post was put in for the second French Army on the left and several for the 305th Field Artillery on the hights of the Vesle River between Fisines and Bayoches. The work was much exposed and great care was necessary in disposing of the dirt excavated in order to preserve the original landscape. Working parties often could not begin work until 10 p.m. and had to stop before 3.30 a.m., as it was essential that these places be hidden and unknown to the Boche.

Many times working parties were treated to the wonderful sight of night actions. The spit and racket of the rifles and machine guns near them, with the blue flares and star shells intermingled, behind them the colored lights and signals of their own artillery observers directing the barrage, and back of that the light and heavy gun flashes. Across the river in the distance the flare and flash of the Boche rifle and artillery in return, and oftentimes a couple of Boche planes droning over the front areas and dropping flares or "sighters" for their own artillery, for the Germans owned the air on this front, and all had to step softly.

It was in this sector that C Company had its first casualties and experienced severe and prolonged shelling. On Aug. 21, one man was wounded severely and three men slightly. The truck drivers learned to time the German shells and never stop on crossroads, all but one, who stopped in Chery Chartreive, and he was promptly shoved aside by a private who tore away on "high." Even though it was a sergeant that was dumped in the road, the private was not reprimanded.

Here also the men had their first use of the "skirmish" commands. A working party in Chery Chartreuve on bridge repair was shelled heavily. The corporal in charge of the two squads became nervous, finally placed his tools on the ground, pulled his tin hat over his ears and said "Follow me." According to reports they did, but only one man, an ex-collegian, "staid with him," in the race for camp. The dent in the corporal's hat, claimed by him as a "hit" was, according to report, the result of a collision with the back of a motor they passed on the way in.

Company C was chosen to build three of the nine frame bridges over the Aisne for the approaching offensive, in September, and had F Company of the 14th Engineers (a U. S. Regiment that won honors with the British) assigned to it to help in the construction. The French took over this sector Sept. 8 and after that all American troops were sent on their way south for the Argonne offensive. Company C moved by marching and by train, arriving at Dombasle, near Verdun, on Sept. 21.

The Argonne Offensive

Before the start of the Argonne offensive, on Sept. 26, there being no special bridge troops available, Companies A, B and C of the 27th Engineers were selected as bridge troops for the First Army, because of their experience in similar work and their knowledge of timbering and heavy construction. Company C was moved over from the Vesle front, and was available at Dombasle; Companies A and B were brought in from the St. Mihiel district and stationed at Les-Islettes and Clermont-en-Argonne. Regimental Headquarters had been established at Clermont on Sept. 22, and was maintained there until after the signing of the armistice on Nov. 11. Clermont was at that time under shellfire, and one man of Company B was slightly wounded here on Sept. 22. Headquarters men and officers had their first experience under more or less continuous fire. The shelling lasted with few interruptions for three days and three nights, and the town of Clermont provided little protection except the few cellars in the shattered buildings which still remained standing. The men of the headquarters detachment showed their ability to stand the gaff, and learned to dodge the H.E. shells as well as their more experienced comrades. Major (then Captain) Noble here had his first experience with shelling, which he decided was somewhat out of his line. A number of hits close to the headquarters building were registered, but it escaped by a narrow margin.

On Oct. 4, Lieut. Colonel Perry was appointed Assistant Engineer of Light Railways and Roads, under Colonel E. D. Peek, who afterward became Chief Engineer, First Army. Included in this department was the Bridge Section, to which Companies A, B and C had been assigned. Following the appointment of Lieut. Colonel Perry, the Bridge Section was reorganized. Major MacGlashan, formerly of the 112th Engineers, and in civil life an engineer of the New York Central Railroad, was placed in charge of the bridge design and reconnaissance work, and Major (then Captain) Norcross was placed in charge of the field work of the three companies. On the arrival of the Second Battalion, Companies D, E and F were also assigned to the Bridge Section. Under the administration of Lieut. Colonel Perry, backed by the splendid work of the companies, under the field direction of Majors Norcross and Franklin, the Regiment was given its opportunity and made its reputation as an efficient engineering unit.

On Sept. 26 A, B and C Companies entered on a most intensive program, and from that time onward their activities were so varied and their moves so numerous that it is possible here only briefly to list their movements and their work.



PILE HIGHWAY BRIDGE AT VARENNES

Company A.—Sept. 26, frame-trestle crater bridge near Boureuilles; considerable shelling; two men wounded by German mine. Sept. 27, road construction with 23d Engineers near Varennes. Sept. 28, repair of plate girder bridge across Aire River; heavy shelling. Sept. 29, road repair near Charpentry; one platoon, under Lieutenant White, was called upon to stand to as infantry, to repel a German counter attack, one man being killed and four wounded. In this encounter Lieutenant White and his men showed considerable resource and ability. One platoon of men of Company A was at work on bridge repair when an infantry field officer pressed them into service and ordered Lieutenant White to gather every available man in the vicinity and move forward to a position on the reverse side of the hills north of Cheppy. Ultimately some 200 men were assembled, including doughboys, ambulance men, field clerks, and labor troops, and moved forward. During the next 12 hours some 40 odd casualties occurred, five of which were in the platoon of A Company. Three moves were made during the night, each time in the direction of the enemy. In spite of heavy casualties, Lieutenant White and his men held their positions until dawn, when they were relieved.

October 8-9, the company was engaged on the repair of a bridge at Cheppy. From October 10-16, it was occupied with culvert construction on the building of a pile railroad bridge over Branriere Creek and a pile highway bridge over the Aire River. During the entire period spent near Varennes, the company was under fire. On Oct. 3, one man was killed in camp by a practically direct hit. On Oct. 16, Captain Welsh was relieved of his command and Lieutenant Miller was placed in charge of the company. October 17-23, the company was

at work building a large two-way highway bridge over the Aire River at Chatel-Chehery, working under enemy observation and fire. This bridge was the first difficult and really neat job that A Company constructed, and was the forerunner of the excellent work that it was to do later. The Aire River crossing at this point was 81 ft. from abutment to abutment of the old bridge. One pier of the old bridge was intact the other had to be rebuilt. The "clear" spans, three in all, were 23 ft.; the only available timber was 8×8 —16 ft. long. An A-frame structure was devised for each span, and resulted in a bridge which was not only serviceable but very pleasing to the eye. Although built for light loads, it later carried some of the heaviest guns and tanks.

October 21–25, Company A was building a frame trestle bridge over a mill race at LaForge. November 3–5, it was occupied with bridge repair at St. Juvin. November 5–9, it built and repaired three railroad bridges near Grandpre. These three bridges, like many others constructed by the Regiment, were last minute "hurry up" jobs. One was a railroad grade crossing, the other two were pile trestle bridges, one of which was 180 ft. long and required four complete center bents and five shore bents. The height of the bridge was 18 ft. above water line. All these bridges were a part of the light railway system which was to carry rations to the 1st and 5th Corps. Speed was absolutely essential, and a time limit was set. The situation rapidly developed into a race between the railway engineers and the 27th, and as usual the 27th won out. In spite of reports by various headquarters reconnaissance officers that these bridges could not possibly be completed on time, the men "turned to" and just 1 hour and 50



BRIDGE OVER CRATER AT VARENNES



BRIDGE ACROSS MEUSE RIVER AT VILOSNES

minutes before the hour set they were ready for the rails. This set of bridges really numbered four in all. No. 4 bridge was across a gully a mile from the A Company group, and was not discovered until 3 p.m. on the day preceding that on which the railway was to pass, giving just 21 hours for construction. Messengers were rushed to Lieut. Colonel Perry's headquarters, with the requisition of supplies and timber, and at midnight they were unloaded from the cars at Grandpre; some four miles from the bridge head. A platoon from Company B, under Lieutenant Hill, had been routed out, and the timber was trucked over, unloaded, and packed in to the place of work. At 5 a.m. work started. The bridge was built on a curve and was 95 ft. long and 12 ft. high. At 4 p.m. it was ready for the rails, just two hours ahead of the time limit.

From Nov. 11 to 14 a large highway bridge across the Meuse river was built at Vilosnes. This structure was the largest and most pretentious of all those constructed by the Regiment. The Meuse River runs in low lands and swamps, and the crossing at Vilosnes required four separate bridges: one over an arm or creek, about 60 ft. in width, the second 188 ft. long over the main channel, and called "No. 2," the third over a canal, some 24 ft., and the fourth over a mill race some 30 ft. wide. The bridges had been destroyed by the German rear guard, and the crossing was a mass of stone, timber and rail, damming up the river.

The American Army required a crossing for heavy artillery and tanks, and selected Vilosnes as a site, and allowed five days for the construction of the crossing. Unfortunately the 27th field officers did not receive orders until the morning of the second day and were

caught with A Company at Grandpre behind the extreme left flank, with B Company at St. Juvin, and C Company at Consenvoye already on repair work. A and B Companies were moved by truck to Vilosnes, and F Company was detached from the 2nd Battalion and moved to the Meuse sector, with headquarters at Briulles, to work north. One platoon of C Company, under Lieutenant Burrage, was moved to Vilosnes. A Company, under Lieutenant Miller, with one of the platoons of C Company, was assigned to the center on No. 2 bridge. F Company had the No. 1 and No. 3 bridges, and one platoon of the 308th Engineers, assigned to the 27th temporarily, took bridge No. 4.

The No. 2 bridge was the important link. It was 19 ft. above water level, and the requirements called for an axle load of 30 tons. Work was started at dawn on the morning of the third day, and while the wreckage was being cleared, 12 trucks were despatched for timber. To be safe, plans were made for an A-frame bridge in case no 22 ft. 8 × 16" stringers could be found, and the necessary supplies and timber were ordered. This policy was a common one, for the timber was seldom at the place wanted, and no one could tell in advance just what size might be available. So the Regiment played safe with a second plan, as an anchor to leeward, for "excuses don't go" in the Army.

Six hours sufficed to clear the river and construct runways between the old piers and abutments for the workmen. At this point it was discovered that the old pier bases, repaired after the Franco-Prussian War, were hollow and undercut by the stream. German cement in bags was drenched in the river, and used to patch and build, some 1100



VILOSNES CANAL



BRIDGE OVER THE MEUSE, AT VILOSNES

sacks being required. By this time timber was arriving and the real construction began. On Thursday night at 10 p.m., about nine hours before the time limit, the four bridges were ready for the first cannon. The actual time consumed was less than three days.

On Nov. 16, A Company was moved east of Verdun to do road work and put in a pile bridge over a mine crater. Before this was completed a rush order came to construct a standard gauge railroad bridge for American engines and cars over creek and low ground at Etain. Colonel Spalding, then Chief of Engineers of the First Army, gave the order. In leading up to this request it might be mentioned that he first asked for a time estimate on the work. The space between abutments being 140 ft. with no piers left and a maximum load requirement necessary, it appeared like a real job, so an estimate of three days was given. Colonel Spalding laughed, said he was Colonel "Take a chance" and that the bridge must be finished by 2 p.m. the next day and asked "Can you do it." The answer was an affirmative, and the 27th was off on its last big job.

Trucks were commandeered and stolen, and rushed off for crib timber, etc. A messenger was sent to the rear with an order for the heavy superstructure timber, and a platoon of A Company men was sent out to clean up and lay lines. The work started at 8 p.m. and at 2 p.m. the next day, just 18 hours elapsed time, the bridge was in. It was composed of seven cribbed piers, extra heavy, and built with a two wall batter and two center bents of 12×12 timber. The top was standard construction with three 8×16 in. stringers in each chord or girder and ties 16 in. centers with every sixth tie dapped and

bolted and all others drifted. The rush on this bridge was to finish in time for the rail layers, and they were four hours late. One of the A Company men had printed a sign which read "Here's your bridge; where the hell's your old railroad?" It is not certain whether or not he stuck this up.

Company B.—Sept. 26–27, this company undertook a two-way frame trestle bridge over the Aire River. From Sept. 27–Oct. 3, it was busy with bridge and road repair near Boureuilles. The repair of this bridge was the first rush work that B Company did, and was excellently handled. The third arch of the masonry bridge had been destroyed and the second or center arch was in imminent danger of collapse. It was necessary therefore to make the repair arch act as



BRIDGE AT GRAND PRE

a "shore" for the center arch as well as a crossing support. Nothing but a miscellaneous mixture of 6-in. and 8-in. timber as the largest size was available. The men were called on late at night, and the bridge was completed and ready for traffic in the morning.

Between Oct. 4 and 14 another stone bridge near Boureuilles was repaired and a two-way highway bridge was constructed over the Aire River at Apremont. The bridge over the Aire was originally a 3-arch masonry structure, each arch spanning 50 feet. The river was full of broken rock and as the crossing was very important and under direct observation, there was no time to be "finicky" about standard foundations, etc. Reconnaissance was made under heavy fire, the day before work was begun and measurements obtained. The following

day, two platoons of B Company began construction. Requirements called for a 15-ton axle load, and the height above water was 16 ft., a rather large structure to erect in such an advanced place. A light foot bridge for troops and machine gun battalions of the 28th Division was put up before starting on the main structure.

The work was much exposed, lying in the center of the Aire Valley and in full view of Boche observers, with a big German balloon hanging in plain view on our left. The 28th Division was directly in front, but on the left flank the 77th Division front was not advanced, which made a flank, almost rear, fire possible. Infantry dressing stations had been established on both sides of the bridge for the 28th Division, and subsequently came in very handy for the 27th. As an indication of the severity of the shelling, it might be mentioned that a battery of six light field guns on the right flank nearer Montobainville was completely demolished and forced to quit in 30 minutes after going into action.

In spite of these disadvantages the men showed excellent spirit and initiative, and went ahead with their work. Gas shells often caused a halt, but H. E. shells and shrapnel did not delay work as much. Long range machine guns sniping caused trouble, and on one occasion a Boche air raid put the "goose flesh" on everyone's back. As the men were wounded, they were carried to the dressing stations on either side, in stretchers, or by a Dodge car which was parked 200 yards away in the woods.

An attempt was made by Sergeant Fuller to locate the machine gun sniping. He stood on the center pier to draw fire, and when nothing occurred waved his blouse and was promptly shot through the trousers leg. It might be mentioned here that Sergeant Fuller, a veteran of the Boer War and an ex-regular, did remarkable work and was an example to all by his bravery and resource. Sergeant Plughoff and Corporal Mohler also won great credit, and in fact all the men performed splendidly. It is not easy to work under fire; a chance to fight back helps immensely. One man had a very remarkable escape. With a "buddy" he was sawing a 10 × 10 timber which lay across another "stick" on which sat two more men. A high explosive shell struck right in the center of the four men, all in a close circle, blowing in the back of one man's head, Sergeant Hooper, cutting off the leg of another, who died before help could be reached, put six bullet holes in the third (he lived and was none the worse), and never touched the fourth man, who stood directly in front of the shell and not five feet from where it hit.

An interesting incident occurred during the work which showed conclusively that there were times when "real grub" meant more than a



HIGHWAY BRIDGE NO. 3 AT GRAND PRE

gamble with "hot steel." During one of the more intense periods, a doughboy runner from the 28th Division crawled into the lee shelter of a pier to "take five" (a rest and smoke). He informed the men that he had just had the "all firedest best damn meal" in France at the dressing station, 300 yd. on the right, which meal had been sent up by the evacuation hospital nurses in an ambulance. This didn't draw much interest, but when he began to mention macaroni and cheese, mashed potatoes, roast beef, hot chocolate, cake, cigars, candy and deep apple pie, "Oh Boy" they sat up and listened. It didn't sound true, for the station was a clearing place for the doughboys and was



RAILWAY BRIDGE AT APREMONT

rushed to death, shelled constantly, and full of wounded Germans as well as Americans, waiting their turns in the little Ford ambulances. Finally Sergeant Fuller and one of the officers deciding to "get in on the feed" started across, and without any exaggeration the doughboy spoke the truth. Before the day was over half the working party had made the trip, but only the first two mentioned got pie, the last two pieces. "Here's good luck" to those Varennes nurses.

While carrying on this work, two men were killed outright. Two died from wounds, one was seriously wounded and eight were slightly wounded; but in spite of the extreme danger, every man on the job worked with splendid spirit. Two of the men who were killed were on voluntary overtime.



BRIDGE AT ST. JUVIN BUILT BY B COMPANY

Between Oct. 16-20, Company B constructed a permanent masonry bridge at Boureuilles. Oct. 20-30 it built a series of pile trestle bridges over the Aire River and Buanthe Creek for transportation of a 243-ton naval gun. Nov. 1-6, it repaired bridges at Baulny, Fleville, Grandpre and Cornay, and constructed a bridge and repaired roads and culverts at Apremont. Between Nov. 7 and 10, it repaired a large bridge at St. Juvin and small bridges at Briquenay and Beffu-et-la-Morte-Homme. The St. Juvin bridge was another one of the jobs that was worth while and showed the versatility of the 27th. A large double truck steel girder bridge across the Aire had been demolished and immediate passage was required. The original steel box girders had been blown down and it looked like a long job, but it was actually completed in less than two days. Patch piles and cribbing were put in,

poles and rigging put up, and the heavy steel girders lifted back and forth, the wreckage to the discard, the good to the new bents and foundations.

Nov. 13-15, Company B repaired a pile bridge at Sivry-sur-Meuse. Nov. 16-25, it constructed a large railroad bridge at Wiseppe and repaired culverts on railroad bridges between Wiseppe and Stenay.

Company C.—Although a part of the bridge section, Company C was assigned to work with the 22d Engineers on Sept. 26, grading and putting a narrow-gage railroad line to connect the French line at Esnes (Department of Meuse) with the German lines at Montfaucon, over ground that had been for four years a "No Man's Land." By Oct. 15 four kilometers were put in good condition and turned over to



BRIDGE AT ST. JUVIN

the 21st Engineers for maintenance, together with several sidings, a section house, and a ballast quarry. During this period the company furnished many loading details, operated locomotives, and sent two details to division areas to repair and operate Boche gas railroad tractors; and in several emergencies hand-trammed the heavy freight cars of ammunition and rations for several miles when the locomotives failed. Oct. 15-25, re-ballasted French railroad from Dombasle to Esnes. Oct. 25-Nov. 8, operated large ballast quarry near Bethelainville. Oct. 7-Nov. 11, mined bridges and guarded road mines and explosives at Les-Islettes, Futezu, and Crois-de-Pierres. Oct. 17-Nov. 9, constructed a large railroad bridge at Forges, built to hold a load of 243 tons and designed to handle the big 16-inch "pea shooters" of the U. S. Navy. B Company also had two bridges in the Aire Valley to hold a similar load. The Forges Bridge was in the advanced

area and subject to considerable shelling but no one was hurt, except Sergeant McDonald's feelings when he was discovered driving some wedges under the 8×16 stringers to raise the grade. Wedges,



BRIDGE AT CONSENSVOYE ACROSS THE CANAL

"Dutchmen" for blocking, "shims," etc., were great favorites with the 27th Engineers for all ailments, and it took half the war to get them out of the habit.



BRIDGE AT CONSENSVOYE

During this period, Company C also constructed and repaired roads and cleaned up destroyed bridges near Forges. Bridge reconnaissances were made along the front from Consenvoye to Dun-sur-Meuse. It

was during this period that a detail led by Lieutenant Burrage encountered a German patrol, respecting which more is related further on. From Nov. 10-22, the company repaired a pile highway bridge at



BRIDGE AT CONSENVOYE

Consenvoye, and two-way bridges over the Meuse at Vilosnes and a two-way bridge over the Meuse Canal. Nov. 24-27, highway bridges



BRIDGE AT BAULNY

at Dun-sur-Meuse were repaired, and Nov. 28-Dec. 3, the company guarded bridge mines at Foidos and Lavoye, while details pulled mines from bridges in the vicinity of Verdun.

OVERSEAS SERVICE, SECOND BATTALION

On Aug. 31 the second Battalion again took up their packs and marched to Alpine Landing on the Hudson River where they embarked for New York. At Pier 54 after a welcome "hand out" of sandwiches and ice cream from the Red Cross they embarked on the S. S. "Nevasa." The "Nevasa," an 8000-ton, British P. & O. liner of the Indo-China run, under charter to the Cunard Company, was one of a number of ships supplied by the British Government for transport service. She still carried her original Lascar crew who were a source of much amusement to the men. With accommodations for 1800 men she carried besides the three companies of the 27th Engineers a battalion of the 802nd Pioneer Infantry, two mobile laundry units and some casuals, all under command of Major Patterson of the 802nd. For submarine defense the "Nevasa" carried a 6-in. rifle on a stern platform, a crew for which was supplied from among the ex-naval men of the 27th.

As each man came aboard he was assigned to a billet and given a life preserver which became part of his uniform from then on. Sleeping accommodations consisted of hammocks which were slung or spread wherever room could be found. Transports for Europe at this time were crowded with every man they could hold and the "Nevasa" was no exception. From the lowest hold to the upper decks men were packed in like sardines. The food supplied by the Cunard Company was by the terms of their contract the equivalent of the British ration. The unanimous opinion of the 27th was that if this was what the British tommies were fed it was no wonder they fought as they did as that "grub" would make anyone fighting mad.

Shortly after embarkation was complete the "Nevasa" dropped down off Tompkinsville where the convoy assembled and on Sunday morning, Sept. 1, the fleet, with a battleship and destroyer escort, started on the long trip "Over There." Everyone was on deck and with aeroplanes, observation balloons and a big Navy metallic dirigible overhead, and destroyers, torpedo-boats and sub-chasers on all sides their last glimpse of New York was a sight long to be remembered.

The trip across was "enlivened" by several hours of boat drill daily. On account of the limited space available other drills and

exercises were almost impossible. A large waterspout caused a submarine alarm to be sounded one day and several ships opened fire before it could be definitely determined just what the strange object was. It was finally broken by shots from the U. S. S. "Montana" which was acting as escort to the convoy. Several other waterspouts immediately formed, there being six in sight at one time. The convoy took the "Great Circle Route" to the north, passing through the Banks of Newfoundland and coming within 200 miles of the coast of Iceland. A zig-zag course was followed the entire distance, no lights were permitted and no rubbish which might float was allowed to be thrown overboard. The regular ship's sentries were reinforced by Army



LA FORGE

sentinels posted all around the ship on submarine lookout. The Y. M. C. A. men aboard the ship furnished books, magazines, writing paper and a moving picture machine which with the 27th band greatly helped to break the monotony of the trip. On Sept. 9 Lieut. F. P. Brown of the 802nd Pioneer Infantry died of pneumonia and was buried at sea, this being the only death en route. On Sept. 12 the convoy arrived off the northern coast of Ireland and was met by an escort of nine British destroyers, an observation balloon and a number of what were known as "mystery ships." These mystery ships were of peculiar construction, some with guns hidden by false sides and some with both ends of the ship exactly alike and so camouflaged that it was

extremely difficult to tell which way they were headed. Our American warship convoy turned back at this point. Owing to the presence of enemy submarines orders were received to split the convoy here, the slower ships, including the "Nevasa," moving for the nearest port, which was the Firth of Clyde, and the faster ships running for Liverpool. That evening the "Nevasa" after skirting close in along the north Irish coast anchored off Grenock, Scotland, and early the next morning proceeded up the River Clyde to Glasgow. The trip up the river past the great steel works and ship building yards was a sight which brought everyone on deck. These were the first U. S. transports to land at Glasgow and they received a royal welcome.

Coming across the Atlantic there were 13 ships in the convoy. They were 13 days on the way and they landed on Friday the 13th with luck still with them. Shortly after noon the Battalion disembarked and in heavy marching order, with the band playing and colors flying, marched through the streets of Glasgow to the Caledonian Railway station. There they were received by a notable assembly which included General Robertson and staff of the British Army, The Lord Mayor and Lord Bishop of Glasgow and ladies, and Samuel Gompers of the American Federation of Labor. The Red Cross served cakes and coffee and distributed cigarettes and matches while a Scotch band in kilts gave an exhibition of Highland music that, as one of the men remarked, "would keep you marching till you dropped."

Embarking in two trains of little English compartment coaches the next leg of the journey through Scotland and the length of England was made in comparative comfort. On Sept. 14 the battalion arrived at Romsey, in southern England, and marched to a "rest camp" a few miles out of town. Here it went into camp *under* canvas and *over* mud. Just why this was called a "rest camp" is unknown but possibly because one did everything but rest there. Romsey itself was a typical English town with many interesting old landmarks.

After a bath and part of a night's rest Companies D and E again shouldered packs and started for Southampton Docks. This 14-mile march was taken in easy stages with several halts. In Southampton the girls made concerted attacks on the column and several officers and men were almost abducted. At Southampton docks the two companies boarded the side-wheel channel steamer "Mona's Queen" for Le Havre, France. Company F left Romsey the next day and proceeded to Southampton by the same route as the other companies. There it boarded the S. S. "Harvard" formerly of the San Francisco-Los Angeles run. During the Battalion's short stay in Scotland and England it was everywhere treated with the greatest consideration and one and all retain pleasant memories of their visit. Save for a

submarine alarm off the Isle of Wight the trip across the Channel was uneventful and early morning of Oct. 16 found them tied to a dock in Le Havre.

The Battalion disembarked at 7 A.M. and marched through the city of Le Havre to Rest Camp No. 1, Base Section No. 4, on the hill above the city where it again went into tents. Owing to the crowded condition of the camp it was necessary to assign 12 men to each little circular tent which really had room for about four men. To get all twelve under cover it was necessary to leave their feet and all other baggage outside, the men sleeping like the spokes of a wheel. After the first night it was decided that this "Rest Camp" had been christened by the same people who named Romsey. Company F arrived the next day but before they had time to unpack came the order "Sling packs." A four-mile hike landed the Battalion at the railroad yards where it had its first introduction to the famous "40 hommes-8 chevaux" cars of the French railway system. Provisions of bread, canned corned beef, beans and tomatoes for four days were put aboard each car and the jaunt across France started. Through Rouen, Mantes, Versailles and the outskirts of Paris, Sens, Tonnerre, and Dijon they jolted, arriving at Is-sur-Tille on Oct. 19. Here a 12-hour stop was made and everyone had a chance to realize while looking at the miles of freight yards and hundreds of warehouses built there by the U. S. Army just what a tremendous job Uncle Sam had on hand. The receiving and distributing yards at Is-sur-Tille built by the United States comprised at this time the largest freight terminal in France. At 5 p.m. the 27th's special started for Charmoy-Fays-Billot, a small station in the Department of the Haute Marne about 20 kilometers east of Langres. After another night in the train the Battalion marched to the little village of Charmoy. Here it had its first experience with French billets which in this case consisted principally of hay lofts, stables, sheds and attics. In this tiny farming village, within sound of the heavy guns of the Alsatian front, but entirely off the main routes of travel, the Battalion settled down and proceeded to try to make itself comfortable. Bunks were built, kitchens and a bath house erected and the village brought into a somewhat more sanitary condition. The Battalion's final course of intensive training was entered on here in preparation for the front line. Shortly after its arrival the epidemic of influenza, which was raging all through this part of France, broke out and spread rapidly through all three companies. The Medical Department under Capt. Brady, handicapped by lack of medicines through the non-arrival of the heavy baggage and swamped by the number of sick, successfully fought the epidemic and finally stamped it

out. The more serious cases were transferred to the Base Hospital at Langres where five men of the Battalion died of pneumonia. On arrival of the Battalion in Charmoy it was met by the Zone Y. M. C. A. man. On learning the number of men and their probable stay he immediately got busy with the result that in three days there was erected a large tent with a canteen, tables and benches for writing, a big stove and a moving picture machine. Thereafter at frequent intervals he staged both moving pictures and vaudeville. The French population never missed an act of either. During the time spent in Charmoy the most cordial relations were maintained with the civil population. On their departure the Mayor presented a letter to the commanding officer expressing on behalf of himself and the people of the village their appreciation of the conduct of the men and stating that there had not been one complaint made against any man of the Battalion during its entire stay.

On Oct. 19 the Battalion received word that it had been assigned to the First Army and was to proceed to Clermont-en-Argonne at once. Entraining on Oct. 22 it traveled through Langres, Chaumont, St. Dizier and St. Menehould to Clermont where it arrived Oct. 24. While not within range of the German guns at this time Clermont-en-Argonne was the recipient of nightly air raids as many headquarters were located there and it was the temporary rail head for the army along the Aire. The town itself was a mere heap of ruins as it had been under fire for years. The Battalion got its first taste of war immediately on arrival as two air bombs destroyed the track just ahead of its engine and within 100 yards of the station where it was to detrain. Company D went into camp near Clermont and Companies E and F at Camp Thibaudette near Les Islettes. The Headquarters and Sanitary Detachments joined Regimental Headquarters in Clermont. On Oct. 25 the three companies were inspected by the Regimental Commander, Lieut. Colonel Perry, who gave them a short talk on conditions at the front and the work they were to be called on to do in connection with it. The three companies of the First Battalion were at this time scattered over a wide area at the front and it was expected that the companies of the Second Battalion would be similarly placed, with Regimental Headquarters at Clermont. At Clermont the band instruments were stored "for the duration of the war" as bands, or even a bugle, were barred beyond there.

On Oct. 25 the three companies were assigned to general construction in the First Corps Area under Capt. Franklin. On Oct. 26 they broke camp and marched to their appointed locations and were not reunited till the homeward bound orders were received in December

Company D.—Breaking camp on Oct. 26 two platoons of Company D under Lieut. Hillyard proceeded by truck to a camp location on the hill above the town of Apremont on the Aire River. They made a temporary camp in "pup tents" and started the work of clearing wrecked dug-outs and building new ones at once with the object of getting the entire company under cover as soon as possible. Their location was under fire of heavy German batteries on the heights to the east and beside the occasional shells which fell in the vicinity at odd hours they received a special "bouquet" every evening about sunset. These were the first platoons of the Battalion to come under shell fire. As the first shells dropped, apparently out of a clear sky, all eyes were searching for the enemy plane responsible. After searching in vain for some time it was finally decided that "he must be a long way up." It was not until a shell fell into a bunch of artillery horses and mules near the Apremont bridge that they realized that they were really within range of Fritz's guns. At this time no one had learned to duck artistically into the mud when someone shouted "down" and everyone was afraid he would overlook something if he stopped rubbering for an instant. The remaining two platoons of Company D left Clermont on foot on Oct. 27, making camp that night after a march of 18 kilometers on a hill just north of Varennes. Early the next day they joined Lieut. Hillyard's platoons at Apremont and the "veterans" of two nights' shelling were soon telling the newcomers how it felt. Company A of the 807th Pioneer Infantry which had been attached to Company D as labor troops joined them at this time also. Work was immediately started on leveling and clearing a large camp site at this point which it was intended should be constructed as soon as the German guns had been driven out of range. Numbers of demolished dug-outs in the neighborhood were cleared out and repaired and "pup tents" were soon being rapidly forsaken for underground shelters, as in addition to the shells air raids were of daily, or rather nightly, occurrence. Material for the repairs and construction was in the meantime being gathered from various German "dumps" recently captured in that vicinity. Some of these salvaging expeditions had rather close calls as everyone had grown careless about coming under observation of enemy batteries. Needing some iron and heavy timbers which had been located in the huge German dump at St. Juvin a supply detail under Lieut. Green drove a motor truck openly into the dump and started to load timber. Several times previously parties on foot or on motor cycles had looked through this dump without drawing fire, but when the truck appeared German batteries of 77's on the hills across the river opened up at once. Fortunately there were some

excellent German concrete dug-outs close at hand and no one was hit. Eventually they were able to fill their truck and get away safely.

On Oct. 29 Company D received orders to make a reconnaissance of the entire First Corps area with the idea of estimating the number of men who could be put into winter quarters in the many German dug-outs and other shelters still intact in the Argonne Forest. The reconnaissance was to be completed by Nov. 1 with all shelters and their approximate capacity located on maps of the region. This area was extended from the original front line south of Varennes to the existing front line north of Grandpre, with orders to go as far forward as possible. Owing to the extent of the area and the limited time available the territory was divided on the map into small sections and 50 reconnaissance parties or patrols were sent out, each of which had at least one engineer or draftsman with it. The entire Argonne Forest was covered and much valuable information obtained. Several parties went "as far forward as possible" and a little further, in their eagerness to see what was going on "up front."

On Oct. 30 it was decided that the camp site at Apremont was untenable and would have to be abandoned. Information was received that the camp on the hill above Apremont had been "spotted" by the enemy and was liable to bombardment at any time. Both Company D and the company of Pioneer Infantry were therefore moved at once to a more sheltered position in Jervaux Gulch a short distance south. About three hours after the departure of the companies their old camp site was literally "wiped off the map" by heavy shell fire. The same evening the new camp at Jervaux Gulch was subjected to "high burst" fire, heavy shells bursting high in the air and scattering fragments over a large area. Although very spectacular, little damage ensued. At Jervaux Gulch a new camp site was laid out under the shelter of the north hill. A small German narrow gauge railway was repaired and put into operation, a quarry opened for road and railroad ballast, bridges built and preparations made for extensive construction work. Portable buildings and lumber were hauled by truck and narrow gauge railway from the rail heads at Varennes and Les Islettes. The big advance of Nov. 1 had pushed the German batteries back out of range and the work proceeded without interruption until Nov. 5 when orders were received to cease construction. Three large barracks were practically complete and the foundations in for several others when it was decided that as the First Army was swinging to the east almost at right angles to its previous advance it would throw this camp site out of the First Army area in a short time.

About this time Company D was transferred from General Con-

struction and with E and F Companies was assigned to the Bridge Section of the First Army, recently reorganized under Lieut. Colonel Perry. This change was welcomed by everyone as it meant action and lots of it from then on. Tools and equipment for bridge work were immediately gathered and on Nov. 9 the Company marched to St. Juvin where quarters were established in what had been "Pioneer Park" of the St. Juvin dump. Company A of the 27th was also quartered here at this time. There were many small buildings in the Park, all badly shot up, but with unlimited lumber and other repair material at hand they were soon habitable. Bridge building operations were at once commenced, the first days being spent with Companies A and B on railway bridge construction to familiarize the new men with their methods. After the departure of Companies A and B most of the work was confined to highway bridges. The large amount of construction material found in the German engineer dumps at St. Juvin and vicinity was invaluable for this work. Lumber and heavy bridge timber of all kinds, steel, bolts, nails, piling, railroad material and tools of all kinds were available. Much of the bridge work in this area consisted of replacing the temporary bridges erected by the division engineers with heavy structures capable of sustaining the heavy artillery, tanks and large trucks. Traffic could not be interrupted for an instant, time was essential and the keynote of every job was "rush."

During the next few weeks the company built eight highway bridges, repaired and strengthened eight other railway and highway bridges and rebuilt several miles of the main highways in the vicinity. It also handled the distribution of the bridge material in the St. Juvin dump and hauled bridge timber from the rail heads at Varennes and Apremont for bridges being built by Company E near Grandpre. All bridges in the area between the Aire and the Meuse, north of Varennes, were repaired and kept in shape during the eastward advance of the First Army. After the cessation of hostilities and until Dec. 10 the Company was employed on the maintenance of bridges in the Grandpre-St. Juvin area. A daily detail was sent out to locate and bury the many dead, both of our own and the enemy, in the area north and east of Grandpre, a large number being found and cared for each day. All grave locations were mapped and reported and every effort made to identify all men buried. Quite a number of German mines and explosive traps were found and destroyed or rendered harmless during this time. The camp at Pioneer Park was repaired more substantially and a bath house and mess hall built so that the company soon had every man in warm dry quarters. A "live" mess sergeant with a ration detail of "expert burglars" kept the company well



DESTROYED BRIDGE AT BIJON, SIVRY

supplied with rations and the many vegetable gardens in the vicinity, planted by the Germans, and now in full bearing, provided some welcome additions to the bill-of-fare. Living in German buildings, burning German coal in German stoves, cooking German rations in German pots on a German range, using German tools and often sleeping in German blankets the men began to realize that "Fritz" had not been short very much equipment in his army after all.

On Dec. 8 orders were received to proceed to Le Chatelier, in the St. Menchould district, preparatory to embarking for home. By Dec. 10 the Company was in barracks near Le Chatelier and the entire regiment was assembled for the first time in its history.

Company E.—Breaking camp at Thibaudette on the morning of Oct. 27 Company E, in command of Capt. C. D. Brown, marched 20 kilometers and bivouacked just north of Varennes. This "Mud Waltz" as they later called them, where men straggled along the edge of a road in single file, wallowing in mud and dodging ambulances, trucks, tanks and guns at every step, was a far different affair from the "practice marches" taken in the United States where the Company stepped along in column of squads, rifles on shoulder and heads up. It brought home to every man most vividly the knowledge that the "pomp and glory" part of war was a thing of ancient history. They began to realize that war at present consisted principally of unceasing work, untold suffering and unlimited destruction.

At this time the main highway extending from the rail head at Clermont northward to Varennes and Grandpre, on which the First Army was largely dependent for all supplies, crossed the Aire River at

Varennes and from there on ran along the east bank of the river. A secondary highway led north along the west bank of the river from Varennes to Grandpre but was in such condition as to be almost impassable for motor traffic. Both of these roads were under fire, from a point just north of Varennes to Grandpre. So heavy was the traffic along the main highway on the east bank of the Aire and so vital its non-interruption to the success of the First Army that it was imperative to have the route along the west bank available for motor traffic at once. Company E was therefore relieved from duty on General Construction and sent into camp at Montblainville with instructions to open and repair this highway as far as Apremont. Company B of the 807th Pioneer Infantry was attached as a labor company for this work. The Company marched to Montblainville, arrived at 11 a.m., made camp, ate dinner and was on the job at 1 p.m. Camp was made in the ruins of the town of Montblainville which was at this time an important cross roads and so subject to considerable attention by the enemy. Air raids were of daily occurrence and many spectacular air battles were seen by the company. German propaganda planes made frequent trips down the valley and the small printed circulars that they scattered were always interesting as souvenirs. The work in hand consisted of filling shell holes, widening the road with broken rock and building new road where it was shattered beyond repair.

On Nov. 8 word was received that the Company had been transferred to the Bridge Section of the First Army and ordered to march north at once. Marching through Apremont, Chatel Chehery, Cornay, Marcq, and Chevieres it made camp in the town of Grandpre on Nov. 9. Here the bridges under construction by Company A were taken over and completed and three new bridges started. These three highway bridges across the Aire River and its branches connected the railway and the Marcq road with the main highway and the town of Grandpre. The largest structure, that over the main river, was a pile bent bridge of 17 spans and required timber work of the highest order. A small pile driver on hand was rebuilt and extended to handle the length of span required, and the entire bridge with the exception of the abutments was built in five days. Stringers were hauled from the rail head at Apremont but piles and all other timbers required were gathered from various German stores in the vicinity. The men of the battalion proved exceptionally well adapted to this type of construction work as every company contained a large number of skilled carpenters, timbermen, stone masons, riggers and general mechanics. While constructing this bridge Company E also built a five-span pile bridge and a two-span crib bridge over other branches

of the Aire and did a large amount of repair work on the roads and bridges of the vicinity. A detail of timber men and pile drivers from Company D was used as a night shift on the long bridge for part of the time.

While camped in Grandpre the company cleared out and repaired a number of the wrecked buildings of the town and the men gradually billeted themselves in fairly comfortable quarters. Grandpre had been shelled by both German and American artillery and not a building except the concrete dug-outs was left intact. A small electric lighting plant was set up and operated by the company and a concrete dug-out converted into an exceptionally fine bath house. The cook house soon became a "Mecca" for refugees and wanderers drifting back from German prison camps after the signing of the armistice, as this was the first American post for refugees traveling homeward via the Aisne and Aire valleys. Many pitiful wrecks were cared for and many strange stories listened to during these days.

On Dec. 7 Company E received marching orders and proceeded to Le Chatelier to join the regiment, going into quarters a short distance outside the town on Dec. 10.

Company F.—This company, under command of Lieut. Atkins, left Thibaudette on Oct. 27 and marched to Varennes where it went into camp a short distance north of the town. It was assigned to rebuild the section of road from Varennes north to where Company E was at work. Company C of the 807th Pioneer Infantry was assigned as a labor company and work started at once. For the time being most of the men found quarters in the numerous German-built dug-outs and deep tunnels which lined the bluffs along the river at this point. In view of the frequent air raids in this locality such shelters were quite popular.

The most vital need of all roads in the vicinity at this stage was rock. A few small quarries had been opened but were entirely inadequate for the work in hand. Company F immediately therefore put a number of its "hard rock" experts to work, opened new quarries and so enlarged those already in operation that within a few days they were not only supplying all their own needs and those of Company E but were able to turn large quantities over to the 23rd Engineers for use in Varennes. About Nov. 1 Capt. Tallant arrived from Headquarters to take over command of the company. Details of rock men were sent to various quarries in the vicinity to assist in opening them up for other road work. Details of powder men were also supplied to remove German mines at Neuville and other points. The experienced high explosive men of all three companies were frequently called on for

this kind of work. Company F also supplied details of truck drivers to haul building material from Varennes to the camps building near Apremont. This material was handled at night in rain and mud, without lights of any kind and over roads only partially repaired. These motor truck crews were often placed on a heavy loaded truck which they had never seen before and started out in pitch blackness over a strange road to an unknown destination. Such conditions called for driving skill of the very highest type.

On Nov. 7 Company F was transferred to the Bridge Section, First Army, and on Nov. 8 moved eastward to the Meuse by way of the Montfaucon sector. Its first camp was at Brioules-sur-Meuse in recently evacuated German billets. From this point the Company worked on bridges for several kilometers up and down the Meuse. Two small railroad bridges were built in the railroad yards at Dun-sur-Meuse and one at Brioules. A larger highway bridge was built on the main road along the west bank of the river near Brioules and considerable repair work was done on the roads themselves. While here some of the automobile experts of the company salvaged a large number of wrecked and abandoned motor trucks and in a short time had over a dozen large trucks in operation. These trucks increased the Company's range of activities tremendously and they were enabled to salvage large amounts of timber and repair material for their work which would otherwise have been unavailable.

After Nov. 11 a large detail was sent out daily to find and bury the many American and German dead in the vicinity. A number of German mines and traps were also located and rendered harmless. While here one of the strangest accidents which befell the company occurred. An automobile passing a Company F truck loaded with men ran over an unseen hand grenade lying in the mud and released the safety lever. The truck, swinging into the road behind the auto just the fatal five seconds later, received the full force of the explosion. One man was killed instantly and several wounded by fragments.

On Nov. 16 the company moved to Vilosnes-sur-Meuse where it built a highway bridge on the viaduct and one over the Meuse canal, part of the company working with Company C on the bridge over the main river at the same time. On Dec. 10 the company joined the Regiment at Le Chatelier and the long wait for homeward bound orders began.

IN GENERAL

During the Argonne-Meuse Offensive, Sept. 26 to Nov. 11, 1918, the Regiment acting as bridge troops of the First Army built over 60 heavy bridges. These included standard gauge railroad bridges (capacity 243 tons), narrow gauge railroad bridges (capacity 18-ton locomotive), and highway bridges (capacity 18-ton axle load). The following types of construction were represented: Frame trestle, pile trestle, wood stringer, I-beam stringer, trussed beam, strutted beam, plate girder, lattice girder and various combinations of these types. A large proportion of the work was done at night, and without lights of any kind. Many of the bridges were under enemy observation and were subject to machine gun and shell fire. Rain fell almost every day and mud pervaded everything at all times. Open fires were not permissible and no stoves were available for closed fires. Many camps were made in shelter halves only and practically all were subject to shell fire at some time.

Most of the work was "special rush stuff," with very limited time for construction and usually no supplies on hand. But with all these handicaps the Regiment *never once* failed to "come across with the goods." It had men of every conceivable ability and experience, who invariably led the way on the work they were assigned to. Often a company was assigned to some other engineering unit for special work, and ten times out of ten that unit had reason to thank the "assignment."

The men did light and heavy railway work, quarrying, reconnaissance and location, dugout construction, road work, pulled mine fields, operated gasoline barges on the Meuse, pulled charges in Boche gasoline locomotives captured in the first few days of the offensive and operated them, taking wounded to the main roads. Bridge work and house construction. Led all other units in number of men sent to, and used for instructors at the engineering schools. Operated steam locomotives on the 3rd Corps ration railway when the regular units were short of locomotive engineers. Electrical and mechanical work in the captured towns where they soon had the light plants, etc., working. Everything but plumbing and hanging wall paper. When things



BILLETS AT VERTOU

slowed up many went "over the top" with nearby infantry, to see how it felt and to say they had "done it."

The part that the officers and men of the Regiment played in the reorganization of the First Army Engineers was a chapter that will never be generally known. But one thing is certain, there was no engineering unit in France that "had anything on the 27th." And this in spite of the fact that it went over in pieces and for a long time was spread from the Marne in the north to St. Mihiel in the south. Only in the last three weeks were all the companies together, and they were just hitting their stride when the armistice was signed.

At the break of the second phase of the Argonne offensive, C Company was with the 3rd Corps, three platoons being on light railway construction and one platoon on bridge work on the Meuse River at Consenvoye and Forges. A crossing was desired at Sivry and Vilosnes. Although a reconnaissance report of this part of the river as far as Brioules had already been made by men of the 27th, it had been prior to the final retirement of the Germans and the old bridges had then been intact. A message was sent to Lieutenant Burrage, in charge of the men at Forges, to take three men and give this area the "once over" and report. He did so, taking a French sergeant of the 17th French Corps with him. At the same time Sergeant Traver of C Company was sent out from Malancourt via Brioules for the same purpose. He made his trip in broad daylight with safety. Lieutenant Burrage and his party waited until dark and ran into a Boche

patrol of eight men and one officer, and a lively mixup ensued. The French sergeant saw them first, and shot two with his pistol before the mixup became general. Sergeant Rutherford was wounded with a hand grenade. A Boche "non-com" grabbed Lieutenant Burrage and they rolled down the bank where Burrage earned a niche for his gun stock by knocking in his opponent's head. Three of the Boche got away.

While C Company was not given as much bridge building in its sector with the 3rd Corps as A and B Companies drew with the 1st and 5th Corps, it made up for it in railway and reconnaissance work. On one occasion four of the men were out on light railway reconnaissance work on Sept 25, the day before the Argonne offensive started. Lost in the fog beyond the Bois de Hess, they found themselves when the fog lifted in front of the 79th Division trenches, and at the same time were seen by the Boche. During the subsequent race for the trench, considerable practice in ducking into shell holes was indulged in. Top Sergeant Kline, from Minnesota, was always the last down.

Another time three of the men on advance river reconnaissance had some funny experiences at Sivry, Briulles and Vilosnes. At Sivry a French outpost was passed. One sentry stood behind the railroad embankment watching the Boche outposts in the canal across the Meuse. Three other Frenchmen of this relief were playing cards near the door of an old dugout at the foot of the steep road bank in a gully. Screened by the road bushes an empty gasoline can with five or six rocks inside was rolled down on them. Their frantic scramble for the door and



BRIDGE AT VILOSNES, BUILT BY COMPANY C



FORGES

general appearance was worth the risk caused by the racket and helped dispel the creepy feeling caused by the heavy silence which existed everywhere along the river between the lines and also relaxed the men.

Four privates of C Company on another detail for reconnaissance crossed the Meuse River and canals at Brioules some 16 hours before the advance section of engineers from the 5th Division came up and threw over their pontoons. The men drew four shots, but no one was damaged. Another detail passed up the river to Dun-sur-Meuse through Cléry le Petit and Doullon before these places were consolidated by the American troops.

One night trip was nearly wrecked by Wagoner James, who fell into a deep mine crater on the road, one of several, and in helping him out all lost their sense of direction and orientation. James said he was not worrying over Boche patrols, it was American patrols they might encounter that bothered most, and being the most cautious member present, was unanimously elected "official balance wheel." Incidentally it might be mentioned that he saved the Colonel's life at Apremont, for the Colonel watched him and ducked when he did. James could smell the shells before they arrived.

THE RETURN HOME

The armistice was signed on Nov. 11, 1918, but the Regiment kept up its bridge work until Dec. 5, when it received orders to report to the Commanding General of the S. O. S., for return to the United States. The regiment acquiesced without a dissenting voice, but visions of a Christmas at home were premature. By Dec. 10 the six companies were brought together at Le Chatelier (St. Menehould District) for



THE LAST EIGHT MEN OF THE 27TH ENGINEERS

EDWIN H. N. LEE
PRIVATE
J. NORMILE
SERGEANT

C. H. SMITH
MASTER ENGINEER, SR.
J. E. DUNBAR
MASTER ENGINEER, SR.

H. E. TAYLOR
SERGEANT
J. G. BLANCHARD
REGIMENTAL SERGEANT
MAJOR

F. R. DUGAN
SERGEANT
W. J. JONES
REGIMENTAL
SUPPLY SERGEANT

the first time in the history of the Regiment, and there officially effected the battalion organization which had been in unofficial operation for some time. Upon arrival of the Regiment at Le Chatelier and the placing of the men in rest billets, Regimental headquarters were established at Givry-en-Argonne, and battalion headquarters at Le Chatelier. Previous to this time there had been no formal battalion organization, although Companies A, B and C had been unofficially

called the First Battalion and Companies D, E and F the Second Battalion, the former being in charge of Captain Norcross and the latter in charge of Captain Franklin. An order issued at the signing



ARRIVAL OF THE "DAKOTAN" IN NEW YORK

of the armistice suspended all promotions, wherefore the battalion organization having been perfected, Captains Norcross and Franklin were made acting majors and served in that capacity until their com-

missions were actually received by special order on Feb. 26. At the same time and by the same order Lieut. Colonel Perry was made full colonel. Lieutenant Searight was made captain, and second Lieutenant White was made first lieutenant, both of the latter promotions being based on the gallantry which those officers had displayed in action.

After four weeks of misery in the rain and mud of Le Chatelier, the Regiment headed via the popular "40 Hommes or 8 Chevaux," or "American Bar," for the port of embarkation, but was halted again, at Vertou, on Jan. 5, 1919. This delay was even longer, but, in its own inimitable way, the Regiment filled the interim by promoting international amity with the civilian population. At last the good word came, and, leaving behind it a trail of broken hearts, the 27th Engineers moved to the embarkation camp at St. Nazaire on Feb. 26. Here it submitted, perforce, to the long series of baths, delousings, and intimate inspections, and relinquished its souvenirs. Luck was with it at last, for it was immediately assigned to a transport. On Mar. 6 it boarded the S. S. "Dakotan," lately (and still) a freighter, and on Mar. 7 sailed for home, debarking at New York Mar. 20.

Colonel Perry received his "eagles" just before leaving France. Upon arrival in New York he gave a farewell dinner to his officers at the Columbia Club on Mar. 24. On the following day he relinquished command of the 27th Engineers, having been ordered to duty with the Chief of Engineers in Washington. Maj. F. S. Norcross succeeded to the command. The regiment remained at Camp Merritt only a few days and there was no opportunity to give it the entertainment that was contemplated, although it was welcomed upon the arrival of the "Dakotan" in the bay. It was thought best anyhow to present the men with a commemorative service medal and with this history. Within a few days the Regiment was dispersed in squads among the camps nearest the several homes. Headquarters went to Camp Grant, Ill. The last eight men of the Regiment were Clarence H. Smith and John E. Dunbar, master engineers, John G. Blanchard, regimental sergeant major, Walter P. Jones, regimental supply sergeant, John Normile, Horace E. Taylor, and Frank R. Dugan, sergeants, and Edwin H. N. Lee, private. These headquarters men received their discharge on April 11, 1919, and with their going the 27th Engineers ceased to exist as an organization of the Army.

The Comfort Fund

No history of the 27th Engineers would be complete without mention of the "Association of the 27th Engineers." The idea of a

"Comfort Fund" for the regiment originated in the mind of W. R. Ingalls, who made the suggestion to Colonel Perry by letter, the Association itself being started some weeks later at a meeting of the Mining and Metallurgical Society of America, on Nov. 22. At this meeting Mr. Ingalls outlined the plan and started the ball rolling with a donation of \$1000 in behalf of the *Engineering and Mining Journal*. Through the continued efforts of Mr. Ingalls, backed by the columns of the *Journal*, the fund reached its goal of \$20,000, going over the top with this amount shortly before the return of the regiment from France. The benefits derived from the expenditure of this fund, so generously contributed by the men of the mining industry, were of inestimable value to the officers and men of the regiment, helping the regiment, as it did, over some of the rocky paths it followed in France, and providing solace and comfort for the men by way of tobacco and luxuries for the mess, to relieve the monotony of army grub. This fund also made possible the Thanksgiving and Christmas dinners, after the close of the campaign in 1918, which were events that will long be remembered by the men. Mr. Ingalls by his hard work and persistent effort earned the deep gratitude of all officers and men of the 27th Engineers.

ROSTER

The roster as turned in upon demobilization of the Regiment was found to comprise a good many addresses that were defective. So far as possible all addresses have been corrected up to Dec. 31, 1919. However, there are still known to be many errors. The names marked with asterisks refer to the casualty list, that follows.

Regimental Headquarters

Colonel

Perry, Oscar B., 120 Broadway, New York City.
Commanding

Captains

Berry, Edwin S., 111 Broadway, New York City.
Adjutant

Balch, John W., 604 West Main St., Marshalltown, Iowa.
Adjutant

Jacques, Henry L., 1633 Lucile Ave., Los Angeles, Calif.
Supply Officer

1st Lieutenants

Smith, Harold K., U. S. Reclamation Service, Malta, Montana.
Personnel Officer

2d Lieutenants

Greenan, James O., 766 Calma Ave., Oakland, Calif.

Chaplain

Kinhead, George B., 204 Fifth Ave., New York City, and Box 257, Poughkeepsie N. Y.

1st Battalion Headquarters

Major

Norcross, Fred S., Jr., Valley Ranch, New Mexico.
Commanding

1st Lieutenants

Shriver, Ellsworth H., Dept. Utilities, Camp Humphreys, Va.
Adjutant

White, Edward E., Glen White, W. Va.
Supply Officer

2d Battalion Headquarters

Major

Franklin, Raymond E., 246 South 13th St., San Jose, Calif.
Commanding

1st Lieutenants

Hillyard, Warren K., 504 East 17th St., Santa Ana, Calif.
Adjutant

Mampel, Charles J., 211 West 107th St., New York City.
Supply Officer

Headquarters Detachment

Regimental Sergeants Major

Blanchard, John G., 510 Alaska Bldg., Seattle, Wash.
Wheeler, Carl M., Long Beach, Calif.

Master Engineers, Senior Grade

Dunbar, John E. D., 1009 Thompson St., Jersey Shore, Penn.
Fuller, Joseph W., Oro-Ville, Calif.
Lord, Thomas J., 146 Florida St., Vallejo, Calif.

Master Engineers, Junior Grade

Futterer, Edward, Jr., 444 Clinton Ave., Albany, N. Y.
Hooking, Richard O., Box 250, Nashwauk, Minn.
Perry, Eugene S., 1017 Vermillion St., Danville, Ill.

Regimental Supply Sergeants

Jones, Walter P., Box 539, Kingman, Ariz.
Nydele, Victor T., 200 Bradhurst Ave., New York City.

Sergeants, First Class

Sergeant Bugler

Cesar, Elmer M., R. F. D. No. 2, Stanton, Mich.

Color Sergeants

Vincent, Bob, 1819 Hobart Blvd., Los Angeles, Calif.
Woodward, Howard B., 14 Rhea Terrace, Fairmont, W. Va.

Sergeants

Normile, John, Hotel Garland, San Francisco, Calif.
Smith, Stephen, Jr., 2116 Kentucky Ave., Joplin, Mo.
Taylor, Horace E., R. F. D. No. 5, Murray, Utah.

Corporals

Adams, Charles, Interstate Sand & Gravel Co., Libertyville, Ill.
Henley, Robert P., 1016 W. Grace St., Richmond, Va.
Husted, Raymond G., Morris Run, Tioga Co., Pa.
Lodge, Harry H., 5330 Wayne Ave., Germantown, Penn.
Stout, Charles M., Joplin, Mo.

Cooks

Bither, Dean C., Linneus, Maine.
Walters, Grover L., Glamis, Calif.

Wagoners

Hoover, Fenton W., Care Mrs. Nellie Hoover, Palo Alto, Calif.
Jones, Erl D., Bisbee, Ariz.
Sharek, Wm. M., 18 Laurel St., Manchester, N. H.
Sousa, Manuel S., 84 Everett St., Fall River, Mass.
Vastine, Jesse J., R. F. D. No. 1, De Mossville, Ky.

Privates, First Class

Fletcher, Ned W., Ferndale, Wash.
Liptak, Joe M., Starford, Penn.
Ryker, Glenn C., 510 W. 16th St., Joplin, Mo.

Privates

Gibson, George I., Kingman, Ariz.
Heath, Carl, 318 Main St., Chanute, Kan.
Kruger, Alfred, Ardsley Club, Ardsley on Hudson, N. Y.
Lee, Edwin H. N., Rock Springs, Wyo.
Manley, Frank J., 311 Second St., Virginia, Minn.
Rapp, Edwin M., Harmons ville, Pa.
Torns, Harry C., Wellwood, Lindenhurst, N. Y.

Headquarters First Battalion

Master Engineers, Senior Grade

Circle, William S., Roosevelt, Wash.
Stampe, Jacob A., Menden Iron Co., Hibbing, Minn.

Master Engineers, Junior Grade

Abbott, Roland H., Columbia Falls, Mont.
Bennett, Benjamin E., Care W. P. Jones, Assessor of Mohave Co., Kingman, Ariz.
McDonald, Nicholas A., Care Jack Stewart, Duncan, Ariz.
Sankey, Harry R., 309 Call Bldg., San Francisco, Calif.

Battalion Sergeant Major

Reager, Richard C., 412 Caldwell St., Clairton, Penn.

Battalion Supply Sergeant

Jones, John W., 433 Columbia St., Portland, Oregon.

Sergeant

Dugan, Frank R., Delta, Utah.

Corporals

Boyd, Frank R., Jr., 261 Connellville St., Uniontown, Penn.
Vollman, Benedict M., 5635 N. Sacramento Ave., Chicago, Ill.

Wagoners

Bowen, Russell E., Coalcreek, Ky.
James, Francis H., 815 North 8th St., Albuquerque, N. Mex.

Privates, First Class

Fortier, Damas, Care Mrs. Laura Doyle, 6 Moulton St., San Ford, Me.
Milo, John E., 1973 Daly Ave., New York City.

Privates

Bunnell, Woodbury L., El Grande Apts., Berkeley, Calif.

Headquarters Second Battalion**Master Engineers, Senior Grade**

Watters, William H., St. Helena, Ore.

Master Engineers, Junior Grade

Jenkins, David J., Bureau of Mines, Pittsburgh, Pa.
Thornton, Thomas, 25 Batavia St., Boston, Mass.

Battalion Sergeant Major

Whittet, William D., 227 So. Church St., Grass Valley, Calif.

Battalion Supply Sergeant

Brewster, Clyde D., Clifford, Ill.

Sergeants

Hackett, Thomas J., 282 Locust Ave., Red Bank, N. J.
Rombach, Charles H., 4124 Red Bud Ave., St. Louis, Mo.

Corporals

Hill, James F., Martinsville, Ind.
Lowry, Fred R., 512 Moffet Ave., Joplin, Mo.

Wagoners

Meehan, Andrew J., Main St., Shelbyville, Ky.

Privates, First Class

Bentel, Richard O., 604 Benoni Ave., Fairmont, W. Va.
Brader, Walter H., 301 Joplin St., Joplin, Mo.
Miller, George F., Route 7, Box 135, Birmingham, Ala.
Trybom, Otto W., Ironriver, Mich.

Private

Tortorello, George, 27 Calumet St., Newark, N. J.

Sanitary Detachment**Officers**

Wood, Wilson G., Major, M. C., 235 W. 71st St., New York City.
Brady, John Chester, Captain, M. C., 28 New York Ave., N. W., Washington, D. C.
Noble, William B., Major, D. C., 2028 Chestnut St., Philadelphia, Pa.
Gillespie, George Y., 1st Lieut., M. C., Greenwood, Mich.
Segal, Louis, 1st Lieut., M. C., 704 South 52d St., Philadelphia, Pa.
Fuller, Wilhenry, 1st Lieut., D. C., 557 West 140th St., New York City.

Sergeants

Steffee, Lake D., Seneca, N. Y.
Payne, Lynn D., 228 W. 3d Ave., Flint, Mich.
Splane, Vincent D., U. S. Bureau of Mines, Pittsburgh, Pa.

Corporals

Mason, Ardell R., Hancock, Mich.
Lock, Edwin J., Headquarters, Base Section No. 1, Moutoir, France.

Privates, First Class

Burke, John E., Staddle Hill, Middletown, Conn.
Behnke, Harry A., 2047 Columbia Ave., Indianapolis, Ind.
Calkins, Loyal E., 833 South Main St., Adrian, Mich.
Clegg, Russell E., 8 Second Ave., Pelham, N. Y.
Ellis, William H., Roslyn, Wash.
Hart, George M., 5543 Frankford Ave., Philadelphia, Penn.
Talbott, Richard B., Elkins, W. Va.
De Witt, Fred, Conway, N. H.

Privates

Bradley, Ivern M., Huntington, Utah.
Forbes, Raymond L., 58 Pleasant Ave., Naugatuck, Conn.
Hart, Samuel C., Selleck, Wash.
Jungling, William J., Jr., 84 Clerk St., Jersey City, N. J.
Lewis, John J., 366 Cedar Grove St., New Bedford, Mass.
Marks, Leroy, State Hospital, Danville, Pa.
McAllister, Russell V., 1008 So. Hill St., Los Angeles, Calif.
McGinty, Thomas L., Box 187, McClellandtown, Penn.
Nelson, Robert A., 2317 N. Fairhill St., Philadelphia, Penn.
Pague, Frank B., Almedia, Penn.
Pichl, Anton, 1598 20th St., Milwaukee, Wis.
Scott, Thomas, Gallagher, W. Va.
Senninger, Herbert J., Ferdinand, Ind.
Yarnall, Charles E., Dover, Ky.
Schaffer, Henry A., Youngwood, Penn.
Roose, Anthony, 102 Wallace St., Newark, N. J.

Company "A"

Captain

Norval J. E. Welsh, Sunshine Ranch, San Antonio, Texas.
Relieved of command October 16, 1918.

1st Lieutenants

Buckingham Miller, Newton Highlands, Mass.
Ralph S. Edmondson, 50 Church St., New York City.
John J. Croston, P. O. Box 906, Atlanta, Ga.

2d Lieutenants

Vaughn H. Wilson, Dunbar, Penn.
Ira W. Farrand, 1215 East 1st St., Los Angeles, Calif.
Joseph R. Guiteras, Care D. M. Guiteras, Marseilles Hotel, Broadway. 103 St., New York City.
Luther E. Olson, 1293 W. 117th St., Cleveland, Ohio.
Theodore W. Burnett, 319 West Front Dt., Oil City, Penn.
George Conway.
Alfred F. Duggleby, Davenport, Iowa.
Gavin W. Laurie, Oak View Terrace, Maplewood, Mo.
Ralph M. Moon, 233 College Ave., Houghton, Mich.
Daniel H. McGraw, Care Miss Mary McGraw, Fallbrook, Dan Diego, Calif.
Martin T. Whelan, 1440 Brainard Ave., Cleveland, Ohio.

1st Sergeant

Frost, Ralph N., 49 Elm St., Wakefield, Mass.

Sergeants, First Class

Cosner, Lawrence E., 811 Shady Ave., Charleroi, Penn.
Getchell, George, Care A. F. G. W. Co., Juneau, Alaska.
Hartley, Wesley G., 429 39th St., Wylam, Ala.

Peterson, Axel M., Elgoro Mines Co., Jarbidge, Nevada.
Carrick, Walter H., R. F. D. No. 18, Roseburg, Calif.

Mess Sergeant

Eitse, William E., 21 Floyd Ave., R. D. 5, Box 32, San Antonio, Tex.

Sergeants

*Arnold, Thomas.

Berg, Nels C., 333 E. Bway. Alley, Butte, Montana.

Griscom, Walter D., Jr., 4th and Jackson St., Media, Penn.

Leonard, Reginald W., Fairlawn, R. D. No. 4, Boise, Idaho.

Moore, George G., Care Mrs. Annabel Moore, Care Southern Pacific, Houston, Tex.

Mills, John, Washoe, Mont.

Morrissey, James J., General Del., San Francisco, Calif.

Miller, Clyde M., Tomboy Mine, Smuggler, Colo.

Osler, Joseph L., Care New River Co., Macdonald, W. Va.

Pabet, Victor H., 217 Elbertson St., Elmhurst, L. I., N. Y.

Rockhold, Edgar E., Davenport, Wash.

Rodgers, James E., Box 171, Tonopah, Nev.

*Said, Kenneth M., 1611 West 50th St., Los Angeles, Calif.

Williams, Joseph A., Care Matt Shea, Jerome, Ariz.

Corporals

Banks, Leon M., 1641 Stout St., Denver, Colo.

Cleaves, Eugene L., 15 West Front St., Oil City, Penn.

Carlton, Dave P., Beaver, Utah.

Clark, Cliffors K., Terminal Hotel, San Francisco, Calif.

Conrad, Edward F., Care F. J. Conrad, Box 45, Hot Springs, S. Dak.

Decker, Harold D., Box 576, Miami, Arizona.

Davis, Stanley E., Box 447, Elko, Nev.

Flannigan, George W., Gen'l Delivery, Wewoka, Okla.

*Hinds, Dennis M.

Hoffman, Paul E., Hoaglin, Trinity Co., Calif.

Kelly, Thomas R., Box 1684, Bisbee, Arizona.

Kunze, Arthur, Box 870, Jerome, Arizona.

Laane, John R., Tuscarora, Nevada.

Muir, Raymond F., 507 North Franklin St., Titusville, Penn.

Martinsen, Martin C., 220 Golden Gate Ave., San Francisco, Calif.

MacCuish, David N., Apex Hotel, West Park St., Butte, Mont.

McDonald, William J., Care Dr. Shultz, Nederland, Nev.

Nice, Robert M., 485 W. H. St., Colton, Calif.

Nichols, Clifford R., Buhl, Minn.

Rudstrom, Odin J., Chisholm, Minnesota.

Reed, Leo, 1224 Lancaster St., Swissvale, Penn.

Snell, Charles, Box 235, Moab, Utah.

Vetter, Alfred R., Box 99, San Luis Obispo, Calif.

Webb, John S., Box 148, Ruth, Nevada.

Winfrey, Holman E., 317 Trinity St., Vallejo, Calif.

Yundt, Leonard D., Eureka, Utah.

Cooks

James, Edward B., Box 63, Victor, Colo.

Jones, William, 222 44th St., Fairfield, Ala., Box 92.

Sapalluto, Guiseppi, Box 27, Gallitsin, Penn.

Northrop, Randall E., Tonopah, Nevada.

Valco, John, Box 132, Cardiff, Ala.

Wagoners

Berolatti, Anton J., Care James Caserio, 4009 Portland St., Calumet, Mich.

Dunn, Seymour J., 2 Lincoln St., Oil City, Penn.

Fegan, Thomas D., 604 East 4th St., Victoria, Tex.

McIntosh, Albert P., Carbon Hill, Alabama.

Murphy, Thomas St. C., 6901 Detroit St., Cleveland, Ohio.

Mechanics

Ferguson, James M., Care James McKee, 132 Ridge St., Newark, N. J.

Hartle, Christopher J., Myersdale, Penn.

Bugler, First Class

Petranovich, John, Box 122, Gallup, N. M.

Bugler

Pluchinsky, John A., Homer City, Penn.

Privates, First Class

Buchan, David, 419 East Main St., Titusville, Penn.

Buckeye, Michael J., Jr., Osceola Mills, Penn.

Benedict, Ralph E., Care Sullivan Machy. Co., 582 Market St., San Francisco, Calif.

Bennington, Jason C., Sunnyside, Wash.

Buchanan, Albert W., 768 Mission St., San Francisco, Calif.

*Bunch, Samuel P., Oatman, Ariz.

Carter, Roy E., Cutler, Ill.

Crocker, Percy S., Box 324, Selma, Calif.

Curtis, Marshall S., Front St., Addison, N. Y.

Canning, Walter E., 1246 Selby Ave., St. Paul, Minn.

Dunn, James J., Care Htd. Moyer, Elko, Nevada.

Ewing, William S., 2046 West 29th St., Los Angeles, Calif.

Edge, George H., 89 Homestead St., San Francisco, Calif.

Evans, James L., 10 East 3d St., Oil City, Penn.

Grega, Frank J., Homer City, Penn.

Giffin, Parnell C., Courtlandt, Arizona.

*Hauser, Warren C.

Hutchinson, Enoch, Madera, Clearfield Co., Pa.

Houck, Charles, Kellogg, Idaho. Star Line Del.

Hall, Raymond R., Care Alto Mine, Telluside, Colorado.

Hampton, Ruben, 2069 Tyler St., Fresno, Calif.

Jolly, William R. M., Titusville Country Club, Titusville, Penn.

Junkin, Fred C., 2115 Manitou Boulevard, Spokane, Wash.

Kammerer, Wilfred W., Flats, Neb.

Lovell, James W., Las Animas, Colo.

Lenahan, Lewis R., Houlton, Maine.

Leonard, Michael J., Care Granada Hotel, 23d St., 4th Ave., Birmingham, Ala.

Meredith, Franklin J., 3640 South J. St., Tacoma, Wash.

McGuire, Richard, Fort W. H. Seward, Alaska.

Northrup, Cecil C., 615 Creston Ave., Houston, Tex.

Nestor, Gearhart W., Sagamore, Penn.

Nelson, James, Moroni City, Utah.

Olsen, Hans P., 2413 Avenue B, Ogden, Utah.

Paton, James T., R. F. D. No. 3, Box 63, Manchester, N. H.

Patrick, Milton S., St. Catherine Hotel, Catalina Island, Calif.

Platt, Charles N., Box 58, Youngstown, Ohio.

Popovich, Pete, 4506 39th Ave., S., Seattle, Wash.

Potts, Benjamin F., Rockhill Furnace, Penn.

Reynolds, Stanley, Box 1809, Bisbee, Ariz.

Robinson, David M., 243 Maple Ave., Jackson, Mich.

Smith, William, 502 North Washington St., Titusville, Penn.

Seamon, William H., Jr., Matachewan Gold Mines, Elk Lake, Ontario, Canada.

Sumpter, Robert L., Care Dr. D. C. Coplin, Watson, W. Va.

Small, David, 311 Hudson St., Buffalo, N. Y.

Stewart, Robert L., Yale, Oklahoma.

Tarr, Russell S., The Knoll, Ithaca, N. Y.

Teas, Howard J., 129 South Main St., Freeport, N. Y.

Waldvogel, Anton C., Care Allen M. Crawford, Chewelah, Wash.

Waldvogel, Ernest, Care Allen M. Crawford, Chewelah, Wash.

Walsh, Valentine J., Metuchan, N. J.

Watson, William W., 202 Portor St., Detroit, Mich.

Whitford, Harold E., Titusville, Penn.

Williams, Charles, 224 Chestnut St., Meadville, Pa.

Williams, Samuel C., 1914 Birdella St., Pittsburgh, Penn.

Warren, Willard V., Trine, Phillips Co., Mont.

Privates

Arthur, John W., Picher, Okla.

Anderson, George A., Gilt Edge, Mont.

Badillo, Telesforo, Jacksonville, Calif.
 Benn, Richard T., Round Mountain, Nev.
 Bennet, John.
 *Beratto, Barney B., Riverton, Utah.
 *Bissett, William J., General Hospital 41, Fox Hills, Staten Island.
 Brokenshire, Mark G., 105 Grant St., San Jose, Calif.
 Butcavage, John, 341 East Willing St., Tanawqua, Penn.
 Blanchard, Franklin J., Meadowdale, Wash.
 Boyer, Will H., Ono, Calif.
 Cassner, Edward, R. F. D. No. 1, Box 100, Auburn, Mich.
 Craig, Fred, 515 Spears Ave., Chattanooga, Tenn.
 Cooper, Irving C., 1109 4th Ave., Great Falls, Mont.
 Carpenter, Frank W., Shelburn, Mass.
 Cook, Frank A., 403 Coatesville Ave., Salt Lake City, Utah.
 Clifford, William J., 929 Pine St., San Francisco, Calif.
 *Cuneo, Emil, 1712 Baker St., East Bakersfield, Calif.
 Dietrick, William M., 1011 4th Ave., Altoma, Penn.
 Driscoll, William F., 714 West Wyoming St., Butte, Mont.
 Dubinsky, Stephen, Homer City, Penn.
 Duncan, Robert, Chinook, Mont.
 Edwards, William, Jasonville, Ind.
 Edwin, John, 2315 27th Ave., South Minneapolis, Minn.
 *Erickson, John M., 238 Breaker St., Oassons, Penn.
 Eyman, Granville T., Telluride, Colo.
 Ellis, Joseph H., Lockhaven, Penn.
 Edalgo, Robert, Campo Seco, Calif.
 Finan, James A., Gen. Hos. No. 2, Fort McHenry, Baltimore, Md.
 Fedorkevich, Constantino, Care Bank of the U. S., 77-79 Delancy St., New York City.
 Francisco, Lewis G., 1132 Highland Ave., Rimerton, Wash.
 Fillingim, Kenneth M., 3918 Westminster St., El Paso, Tex.
 Grady, James, 164 Main St., Luzerne, Penn.
 Gerson, George D., 2200 Portela Way, Sacramento, Calif.
 Gibson, Hugn, Burks, Ida.
 Glass, Austin J., Butte, Mont.
 Godbe, Lawrence J., 340 East 5th St., Salt Lake City, Utah.
 Guy, Samuel A., Careyville, Tenn.
 Hornbaker, Albert R., Mercersburg, Penn.
 Haley, Peter J., Broad Mountain, Schuylkill Co., Penn.
 Horan, Joseph T., Box 396, R. D. No. 2, Pottsville, Penn.
 Hasetlon, Charles F., Box 193, Victor, Colo.
 Hancock, William J.
 Heath, Carl, Care W. D. Heath, 1723 South Elm St., Muncie, Ind.
 Herron, Thomas D., Pearce, Arizona.
 Heyn, Chester A., 113 South Whitcomb St., Collins, Colo.
 Hicks, Leslie J., 123 5th St., Richmond, Calif.
 Hill, Hans P., Box 220, Stackett, Mont.
 Huner, Roy F., Midas, Nevada.
 Hughes, David J., Prairie City, Ore.
 Hales, Ross F., Spanish Fork, Utah Co., Utah.
 Jones, James R., Big Pine, Calif.
 Jones, Earl F., 1138 Washington St., Indiana, Penn.
 Johnson, Oscar M., 788 East Center St., Spanish Fork, Utah.
 Julian, Charles C., 2019 Ontario St., Toledo, Ohio.
 Kane, Edwin J., 1505 20th Ave., Aitoona, Penn.
 Kelly, Creed P., Big Stone Gap, Va.
 Kelly, Ernest P., Osborne, Shoshone Co., Ida.
 Kendrick, Nathan C., Care Mrs. Anna Bradley, 225 Douglas St., Canyon City, Colo.
 Kezeler, James G., Kingman, Arizona.
 Lavelle, Thomas, 1688 Lockwood Ave., East Cleveland, Ohio.
 Larsen, James, Eureka, Utah.
 Lineweaver, Charles V., Bridgewater, Va.
 Longfellow, William G., 624 Main St., Chico, Calif.
 Lidvall, Ed. R., Pilot Mount, Iowa.

Lewis, William B., Sumpter, Ore.
 Morris, John A., Mayer, Ariz.
 Manson, George M., 802 Elk St., Franklin, Penn.
 Medema, Jay, 20 Orchard St., Muskegon, Mich.
 Mulholland, Vincent I., N. Y. State Highway Dept., 703 Main St., Buffalo, N. Y.
 Moore, Frank L., 33 Gill St., Columbus, Ohio.
 Morelli, Joe F., 930 Second St., Sacramento, Calif.
 Morgan, Frank, 1759 55th St., Brooklyn, N. Y.
 Morgan, George D., 4432 North 16th St., Philadelphia, Penn.
 Morosow, Nicholas W., 120 Fuba Alley, Pittsburgh, Penn.
 Mathewson, Benjamin, R. F. D. 1, East Jeffery, N. H.
 McCormick, Henry K., Big Stone Gap, Va.
 McFadden, Michael J., 321 East Devlin St., Spring Valley, Ill.
 McKay, Elroy, Loraine, Kern County, Calif.
 Narver, Lee R., Visalia, Calif.
 Newton, Eugene, Fayette, Ala.
 Niclotti, Dominic, Box 486, Ely, Nev.
 Neilson, Lonney, Spanish Fork, Utah.
 Oren, Milton J., 924 Canton Ave., Detroit, Mich.
 O'Neill, Benedict J., Bisbee, Ariz.
 Overstrom, George, 530 South Marengo Ave., Pasadena, Calif.
 Prichard, Guy I., Princeton, Ill.
 Perry, William A., R. D. No. 1, McKinney, Tex.
 Porter, Alexander, Durango, Colo.
 Proctor, George M., Helvetia, Ariz.
 *Perkins, Albert W.
 Parkhurst, Fred S., Bloomington, Ill.
 Plummer, Walter T., Kenona, W. Va.
 Read, Leon G., Seattle, Wash.
 Rollins, William E., Franklin, Kans.
 Rosko, Tony, Care Bank of the United States, 77-79 Delancy St., New York City.
 Rist, Harold E., 303 South 5th St., Marshalltown, Iowa.
 Stein, Joseph, 1415 Elm St., Scranton, Penn.
 Sacks, Jacob, Care F. Brown, 20 Floyd St., Rochester, Mass.
 Shaver, George B., 707 Taylor St., Joplin, Mo.
 Simpson, Harry W., Braddock, Penn.
 Shephard, Claude L., Care Theo. Detweiler, R. D. No. 1, Congerville, Ill.
 Sleeman, William H., Box 371, Hancock, Mich.
 Snyder, Albert A., Pearce, Ariz.
 Treonis, Felix C., Auburn, Ill.
 Waldemar, Frank W., Care "Journal Miner," Prescott, Ariz.
 Woods, Edgar J., Caryville, Tenn.
 Werdt, Bertram Y., Rock, Penn.
 Wold, Edward, Care L. O. O. F. No. 959, Kellogg, Ida.
 Wyatt, Harry B., Box 142, Basin, Montana.
 *Yocum, Birchard G.

Company "B"

Captains

Ward Royce, Houghton, Michigan.
 George P. Searight, 3 East Louther St., Carlisle, Penn.

1st Lieutenants

Albin F. Victor, 520 Providence Bldg., Duluth, Minnesota.
 James M. Jenkins, 6341 Greene St., Germantown, Penn.
 Howard L. King, 559 W. 164th St., New York City, N. Y.

2d Lieutenants

Frank A. Hill, Jr., Issaquah, Wash.
 Simkins, William A., R. F. D. 9, Goldwater, Mich.

1st Sergeants

Storke, Arthur D., Cotopaxi, Colorado.
 Quinn, Jack P., Patagonia, Ariz.

Sergeants, First Class

*Elliott, Walter R., Pictou, Colo.
McQueen, William A., Morenci, Arizona.
Cousin, Albert B., Oswego, Ore.
Meissner, Clarence E., 45 Lenox Road, Brooklyn, N. Y.
Plughoff, Frank R., Hailey, Idaho.

Mess Sergeant

Fitzpatrick, Fred B., 2610 South Chadwick St., Philadelphia, Penn.

Supply Sergeant

Clark, Welsey H., Calumet, Mich.

Sergeants

Bullard, George W., Kelly, N. M.
Collins, Lewis R., Box 312, Clarksburg, W. Va.
Cornelius, John W., Box 441, Kingman, Ariz.
David, John B., 485 Central Park West, New York City.
Field, Georg E., 471 Clarence St., Ottawa, Ont., Canada.
Frederickson, Richard H., 4316 Division St., Oakland, Calif.
Godshall, Donald A., 35 East Main St., Lansdale, Penn.
*Hooper, William J.
Larrazolo, Octaviano A., La Vegas, N. M.
Monler, Karl I., Box 347, Towell, Arizona.
Prill, Arthur, 509 33d Ave., San Francisco, Calif.
Roberts, Lewis H., R. F. D. 3, Chehallis, Wash.
Schirmer, Gallist J., 42 Villa Place, Ft. Thomas, Ky.
Smith, Charles H., Room 1507, 14 Wall St., New York City.

Corporals

Abraham, Arthur W., 438 North Bonnie Brae, Los Angeles, Calif.
Barrett, Archibald, 111 E. State St., Marshalltown, Iowa.
Cherrill, Gordon S., Box 210 B, R. F. D. 1, Stockton, Calif.
Christiesen, Harry F., 340 Eddy St., San Francisco, Calif.
*Faris, Norman L.
Fellows, Albert N., Jr., The Blue Mound Mining Co., Baxter Springs, Kansas.
Gilson, Joseph G., Box 119, Beaver, Utah.
Gholz, Walter I., Box 511, Wasca, Calif.
Heckman, Fred C., San Petro, Calif.
Jones, Tracy R., Castle Gate, Utah.
Kearns, Martin, Jerome, Ariz.
Nokes, William F., Levan, Utah.
Pike, Robert E., Box 182, Marlon, Okla.
Price, Ben A., St. Paris, Ohio.
Quinlan, Jack, Kingman, Ariz.
Howe, Herbert, Newrow Barripper, Cornwall, England.
Taylor, Melvin J., Ingot, Calif.
Bonin, Anthony, Box 11, Hailey, Ida.
Brandt, Ralph, Globe, Ariz.
Brosseau, Andre R., 50 West 67th St., New York City.
Evans, Daniel B., Monrovia, Calif.

Cooks

Bodah, Tusan H., Altona, N. Y.
Chapman, Leroy, 116 Warren St., Dunmore, Penn.
Dalton, Herbert D., Rosiclare, Ill.
Hamrick, Edward B., Henryetta, Okla.
West, Ray J., Box 122, Polatch, Ida.

Mechanics

Lemenar, Edward M., Box 100, Mammoth, Utah.
Clark, William C., Jersey Shore R. F. D. 4, Oval, Penn.

Wagoners

Copley, Ralph D., Box F, Fosteria, Calif.
Eckart, Charlie A., Lordsburg, New Mexico.
Jolly, Ernest W., Victoria, B. C.
Linley, Francis, R. F. D. 1, Bridgeport, Conn.

Buglers

Lynch, Daniel S., Peabody, Kan.
McDonald, Gilbert, Washoe, Mont.
Stewart, Cleon A., 221 First Ave., Plainwell, Michigan.

Privates, First Class

Adams, Herman E., 102 Second Ave., Aurora, Minn.
Anderson, Ole, Box 276, Elko, Nevada.
Bevan, William R., 7 Columbia Ave., Wilkes Barre, Penn.
Boright, Jess, Burke, Idaho.
Capello, Lorenzo, Box 835, Neaaunee, Mich.
Carbis, William, 220 E. 6th St., Leadville, Colo.
Caron, Charles, St. Emelie, Montreal, Que.
Carr, Peter, East Islip, L. I., N. Y.
Christieson, James P., 1101 Pine St., San Francisco, Calif.
Clarke, Virdal C., 846 West 18th St., Los Angeles, Calif.
Clouter, Henry, Missoula, Mont.
Crawford, William C., Box 3013, Lowell, Arizona.
Doyle, Albert, Box 1493, Miami, Arizona.
Elliott, Charles L., Pictou, Colo.
Ferraris, Frank S., Angles Camp, Calif.
Fitzgerald, Ronald P., 108½ North Main St., Roswell, N. M.
Garvin, Joseph, 167 Chase Ave., Providence, R. I.
Gatch, Thomas L., Raspeburg, Md.
Guley, John C., 1007 So. 6th St., St. Louis, Mo.
Hamilton, Frank K., 2721 Park Pl., Houston, Tex.
Hart, Glen C., Seabright, Calif.
Hoffman, Henry W., 189 Washington St., Cumberland, Md.
Homer, Reno, 918 Michigan St., Petoskey, Michigan.
Kelting, Lyman, Los Molinos, Calif.
Kring, Gustav L., Seattle, Wash.
Ewiatkowski, John, 1434 Hemlock St., Shamokin, Penn.
Lambert, Gus, Burke, Ida.
Larson, Emanuel, Box 372, Lehi City, Utah.
Levenski, Joe, Box 446, Uniontown, Pa.
Lewis, Thomas, 712 Carmalt St., Dixon City, Penn.
Martin, Curtis F., 2869 Thorn St., San Diego, Calif.
Miller, George S., Box 17, Nesquehoning, Penn.
Moffett, Ralph M., Imperial Wall Paper Co., Glens Falls, N. Y.
Morgan, Johnathan, Box 544, Hayden, Ariz.
Morros, Ernest B., 48 North Main St., Jackson, Calif.
Murray, Thomas A., Bernice, Penn.
Keables, Albert E., Jr., 633 Monadnock Bldg., San Francisco, Calif.
Morrison, Ross, 65 East 8th Ave., Clarion, Penn.
Kingsbury, Richard P., Columbus, Mont.
Narmont, Leo, 454 30th St., San Francisco, Calif.
Marroy, Edgar, Burnett, Wash.
Nelson, Charles, Box 39, Dannadrog, Neb.
Newman, Edwin J., Box 132, Eureka, Utah.
Newman, Walter H., 6442 South Union Ave., Chicago, Ill.
Norberg, John, Guffey, Park County, Colo.
Olmer, Henry O., Yale, Mich.
Pace, Dominick, 206 Smith St., Dunmore, Penn.
Pana, Tony, Wallace, Idaho.
Pinton, Joseph, 2048 North 5th St., Philadelphia, Penn.
Piper, John T., Palos, Ala.
*Robinson, Elwood R., Red Ledge Mine, North Columbia, Calif.
Scott, Mathew, 3402 Genessee St., Kansas City, Mo.
Steel, Robert M., Enterprise, Ore.
Stevens, Garfield, Gladstone St., Longrock, Cornwall, England.
Strobridge, George W., Republic, Wash.
Tilford, Clyde E., Central Ely, Nev.
Taylor, George M., 1503 Orthodox St., Philadelphia, Penn.

Terry, Ernest T., Route 2, Kewanna, Ind.
Wallace, John T., 103 5th St. N. W., Minot, N. Dak.
Trent, Robert J., Brainerd, Minn.
Wilson, Charles W., Box 352, Orleans, Vermont.

Privates

Anderson, Robert W., Box 72, Winburne, Penn.
Apodaca, John, 1424 Barolas Rd., Albuquerque, N. M.
Arringdale, George W., Co. A. R. U. 311, M. T. C. Camp Holabird, Md.
Banacones, Egnato, 2 Washington St., New Bedford, Mass.
Barrus, Donald G., Clinton, Wis.
Bernard, William J., 419 S Street, Sacramento, Calif.
Bernstein, Benjamin F., 4 Colburn St., Ansonia, Conn.
*Blair, Bob I.
Blake, Edward S., Engelmene, Plumas Co., Calif.
Boyle, Edward D., Lexington, Ky.
Buncich, Dan, Ray, Ariz.
Burke, Thomas, 1619 Sherman St., Denver, Colo.
Byram, William S., 4528 7th Ave., Belle Sumpter, Ala.
Canfield, Harold D., East Haddam, Conn.
Chambers, Frank W., Box 152, Juneau, Alaska.
Collins, Thomas F., 411 West Copper St., Butte, Mont.
Comfort, Harry L., Wellsboro, Penn.
Conlin, Frank V., 415 State St., Camden, N. J.
*Conner, Williard E., Burnham, Penn.
Conrad, Charles E., R. F. D. 1, La Grande, Ore.
Conrow, Hugh V., 619 W. Shelton St., Santa Clara, Calif.
Cook, Joseph, Nantygio, Penn.
Coastandy, John T., 1432 Main St., Bridgeport, Conn.
Crelling, Roy, Box 11, Burnett, Wash.
Davis, George, Music, Carter Co., Ky.
Dawson, Alexander, 24 McLelland Drive, Kilmarnock, Scotland.
Deati, Carlo, Wallace, Ida.
*Delcamp, William E., 1515 N. Warnock St., Philadelphia, Pa.
Delong, John A., 623 West 5th St., Los Angeles, Calif.
Devlin, James H., Annapolis Junction, Md.
Dorety, James, Campbells, Santa Clara Co., Calif.
Dospital, John, Frank, Alberta, Canada.
Doucette, James E., Gem, Idaho.
Dugan, William P., 301 South Beach St., Carmel, Penn.
Elliott, Charles T., Christopher, Ill.
Emmanuel, Arthur B., Wharnccliffe, Mingo Co., W. Va.
Fitz, John, 1108 Oakland Ave., Lansing, Mich.
Foreman, Andrew W., Box 166, Payne, Ohio.
Generetti, Tarsilio, Sigillo, Perugia, Italy.
Gerritsen, John, 41 West 23d St., Holland, Mich.
Gilbert, Harvey, 98 Bennet St., Bridgeport, Conn.
Godsey, John L., 1717 Pearl St., Boulder, Colo.
Gregory, William E., Box 18, Harwick, Allen Co., Pa.
*Groves, Ozro, 1617 Barnard St., Waco, Texas.
Hamilton, Jay F.
Hay, Beecher R., 503 E. Market St., Williamstown, Penn.
Hines, William P., Falls Village, Conn.
Howard, Louis H., Box 408, Shreveport, Louisiana.
Holbert, Howard, 1507 Third St., Portsmouth, Ohio.
Holt, William A., Chloride, Arizona.
Hughes, James F., Morgan House, Humbolt, Ariz.
Hurley, James M., 9 Telford St., Brighton, Mass.
Jacoby, Albert P., 1851 South Renfrow St., Springfield, Ill.
Jantzen, Thomas E., 2118 East 17th Ave., Denver, Colo.
*Jensen, Lester, 2200 North R St., Smith, Ark.
Jones, Hurshell S., Jasper, Tenn.
Johnson, Glen P., Cleveland, Utah.
Jordan, Andrew, Jr., 310 East Washington St., Mount Pleasant, Penn.
Kennedy, John B., 529 North Franklin St., Butte, Mont.

Klein, Herman W., 148 Rademacher Ave., Detroit, Mich.
 Kitfield, Alfred G., 89 Linden Ave., Malden, Mass.
 Lambert, Samuel F., 1433 Harrison St., Davenport, Iowa.
 Lapierre, Polydore, Route 1, Concord, N. H.
 *Lewis, Llewellyn C., 1229 East 19th St., Des Moines, Iowa.
 *Lombardo, Dominick, Sovingo Di Bugtio, Alvilano, Italy.
 McCarty, William M., Care Columbia Basin Survey Com., Terminal Bldg., Spokane, Wash.
 Lindblom, Olaf H., 2603 Hillegrass Ave., Berkeley, Calif.
 *McDonald, John, Jr., Washoe, Mont.
 McDonald, Walter H., 36 Purcell Ave., Winnipeg, Manitoba, Canada.
 *McEachern, John C., Amherst, Nova Scotia, Canada.
 MacPherson, Hugh J., 3727 Fourth Ave., Spokane, Wash.
 Madrid, Samuel A., 216 Fifth Ave., Trinidad, Colo.
 Matinez, Joe L., Box 235, Morenci, Ariz.
 Manihan, William F., Jerome, Ariz.
 Moffett, Lloyd T., Sumner, Wash.
 Mona, Armand L., Box 33, San Bernardino, Calif.
 Moody, John E., Florence, Ariz.
 Moore, Thomas, 839 River Ave., Indianapolis, Ind.
 Morrow, Harley H., Athens, Mich.
 *Morrow, Robert E., Silver City, Ida.
 Neff, Victor W., Slatedale, Penn.
 Newcome, Alonso W., Blanford, Ind.
 Nicolakakoos, Andreas, 49 Public Square, Wilkes Barre, Penn.
 Niles, Albert M., 135 Cheming St., Waverly, N. Y.
 North, James, Fairbanks, Alaska.
 Officer, Early D., John Day, Ore.
 Olson, Andrew, Kivik, Sweden.
 Peterson, Axel, 501 St. Jaen St., Detroit, Mich.
 *Peterson, Thorvald B., Randsburg, Kern Co., Calif.
 *Pugh, John, 13 Girard Ave., Philadelphia, Penn.
 *Refer, Svend, Box 204, Lewistown, Mont.
 Richardson, Wilson C., 4901 Hooker St., Denver, Colo.
 Ridge, John, 2318 Pond Ave., Scranton, Penn.
 Ritterkamp, Godfred H., Freelandville, Ind.
 Robertson, William, 1316 West Grand Ave., North Springfield, Ill.
 Rodgers, Douglas C., Marfa, Tex.
 Rolf, Carl A., 208 Pearl St., New York City.
 Ross, George D., P. O. Box 424, Jackson, Calif.
 Rowe, James T., 353 West 4th St., Carmel, Penn.
 Russell, George E., Orleans, Calif.
 Ryan, Joseph D., Battle Mt. Sanitarium, Hot Springs, S. Dakota.
 Shaw, Peter M., Box 323, Sonora, Calif.
 Signouri, Alexander, Castella, Calif.
 Smith, Ferdinand C., Buckville, Arkansas.
 Snedden, Walter A., Box 271, Valley, Wash.
 Sol, Pete, 16 Pine St., Hazelton, Penn.
 Stoelting, Gilbert H., R. No. 5, Plymouth, Wis.
 Stokes, Patrick.
 Stucky, Christ, Simon L. S. Mine, Muna, Nevada.
 *Styner, Tony G., 1601 E. Jefferson St., Springfield, Ill.
 Sullivan, Charles, 41 Washington St., High Park, Mass.
 Sullivan, William, 2 Corbett Pl., Lowell, Mass.
 Supon, George J., Clinton St., Darling, Penn.
 Taby, William, 216 S. Shamokin St., Shamokin, Penn.
 Tannev, Steve, Atlas, Penn.
 Thomas, Henry, Box 244, Emmett, Idaho.
 Thomson, Harry A., 314 Kennedy St., Ironwood, Mich.
 Vernan, Walter E., Lake City, Colo.
 Vogel, Walter F., 568 National Ave., Milwaukee, Wis.
 Wardell, Albert A., Castle Gate, Utah.
 Weckler, Walter P., Almond, Wis.
 West, Ray J., Box 122, Potlatch, Idaho.
 Wheeler, Fred, 1220 Manning St., Winifield, Kan.
 Wilhelm, George S., Nesquehoing, Penn.

Williams, Harry E., Glouster, Ohio.
Williams, John, Tuolumne, Calif.

Company "C"

1st Lieutenants

Burrage, Robert M., 35 Ames Bldg., Boston, Mass.
Coffey, George W., 64 Santa Clara Ave., Oakland, Calif.
David, Carl E., 2274 E. 83d St., Cleveland, Ohio.
Keelyn, James L., 335 Palmette Drive, Pasadena, Calif.
In command of Company from Dec., 8, 1918.

2d Lieutenants

Chapin, Douglas B., 894 S. 16th St., Newark, N. J.
Lyon, Claude A., Office Engineer Signal Dept., Wabash R. R., Decatur, Ill.

1st Sergeant

Kline, Frank W., Lindstrom, Minn.

Sergeants, First Class

Grete, Lewis A., 208 16th St., Desendorf, Ore.
Hather, Alfred, R. F. D. No. 6, Box 134, Bakersfield, Kern Co., Calif.
Mullan, John E., 1263 Pennsylvania Ave., Columbus, Ohio.
Spellmeyer, Stanley A., 1481 West 27th St., Los Angeles, Calif.
Traver, William M., Jr., 1118 16th St., Nampa, Ida.

Mess Sergeant

Buckecker, Frank I., 1003 Main St., South, Allentown, Penn.

Supply Sergeants

Gibson, Ralph H. B., 820 Hubbell Bldg., Des Moines, Iowa.
May, Andrew J., University Club, Salt Lake City, Utah.

Sergeants

Collie, Edward J., Duncan, Ariz.
Crouch, Earl B., 1215 Wall St., Portland, Oregon.
Douglas, Dwight I., Colfax, McNolean Co., Ill.
Fahey, Robert P., 511 Orchard St., Portage, Penn.
Hall, Charles R., Mullan, Ida.
Loversen, A. Irving, 305 Finance Bldg., Kansas City, Mo.
Lewis, John T., Jr., Castle Rock, Wash.
McPherson, Hugh E., Kingman, Arizona.
Pollock, James H., 612 St. Paul St., Los Angeles, Calif.
Pugh, Peter J., 1200 Mahantongo St., Pottsville, Penn.
*Rutherford, Harold M., 108½ 1st Ave., Brooklyn, Hibbing, Minn.
Schoonover, Harry L., Reno, Nev.
Teettis, Charles W., Newton, Ill.
Templeton, Eugene C., Box B, Downey, Calif.
Wells, Newton C., Globe, Arizona.

Corporals

Bosustow, Richard, R. F. D. No. 1, Bakersfield, Calif.
Crockett, George H., 1860 Park St., Salt Lake City, Utah.
Dunn, John J., Madison, N. J.
Flink, Fred, 502 3d Ave., Hibbing, Minn.
Gamble, Wallace F., Chichagoff, Alaska.
Grimm, Alexander M., 301 Merritt Bldg., Los Angeles, Calif.
Hefferman, Edward A., Cottage 3, University Campus, Berkeley, Calif.
Hoffman, Phillip L., Iron Mt., Montana.
Hogoboom, William C., 111 N. Parkwood, Pasadena, Calif.
Hollmeyer, William A., 126 Meade St., Salt Lake City, Utah.
Lynch, Owen A., 40 Merritt St., Plains, Penn.
Mason, Frank H., 1817 Fairmount Ave., Richmond, Va.
Mickelson, Christian R., Ringsted, Iowa.
Ostien, Thomas L., Plymouth, Ore.
Pickett, Henry, St. George, Utah.
Sharp, Henry M., East Katak, Mont.
Sharrar, Thomas A., Cle Elum, Wash.
Sigurdson, Samuel B., Box 142 R, Marshfield, Oregon.

Snead, Emmett L., Beckley, W. Va.
 Spangleer, George R., Red Cliff, Colo.
 Torvand, Oluf C., 1307 North 58th Ave., West Duluth, Minn.
 Young, Guy K., 4830 Alki St., Seattle, Wash.
 Coatney, Ras M., Marshall, Ark.
 Hinkel, Joseph, 101 South Spruce St., Carmel, Penn.
 Self, Robert C., 621 East Commerce St., San Antonio, Texas.
 Simmons, James L., 337 S. Olive St., Los Angeles, Calif.
 Wentz, Arthur L., 524 Second St., Catasauqua, Penn.

Wagoners

Anderson, Miles T., Route F., Box 464, Fresno, Calif.
 Dugat, Joseph C., Tombstone, Ariz.
 Pierson, James E., White House Mayer, Prescott, Ariz.
 Reininger, Alonso, 1210 Nolan St., San Antonio, Tex.
 *Scott, Francis R.

Mechanics

Maurer, Elmer C., Huron, Calif.
 Young, Gilbert C., Box 445, Willits, Calif.

Bugler, First Class

Casey, Matt, Devede, Via Tonapah, Nevada.

Bugler

Norton, Howard, R. F. D. No. 3, Plainwell, Mich.

Privates, First Class

Austin, Henry C., Emporia, Kans.
 Boback, John J., 134 South Pearl St., Shamokin, Penn.
 Boggess, Bandy, Care Ponce de Leon Hotel, Roanoke, Va.
 Carothers, Lewis V., Chestate, Georgia.
 Clarke, William E., Gilmore, Ida.
 Danielson, Charles A., Pasco, Wash.
 Fanning, Aloysius O., Riverdale, Md.
 Fisher, Bud N., Box 518, McGill, Nev.
 Gayson, Joseph K., Arnold, Pa.
 George, Ira N., R. F. D. No. 3, Catawissa, Penn.
 Goodman, William, 831 East Centre St., Mahoning City, Penn.
 Greener, Joseph, 510 W. Main St., Taylorville, Ill.
 Gullick, Joseph A., Stockton, Penn.
 Hall, William H., Santa Clara, Calif.
 Halsey, Howard G., 431 Jackson Ave., Kansas City, Mo.
 Haydon, Luther, 500 East 57th St., Seattle, Wash.
 Healey, Edward J., 708 Hampson St., Scranton, Penn.
 Hess, William A., Manhattan, Nev.
 Holt, Louis, 6534 54th Ave., So., Seattle, Washington.
 Juell, Edward F., 1501 South Walnut St., Springfield, Ill.
 Keefe, William F., Benedict, Nebraska.
 *Kitchen, Harry H., Silverton, Colo.
 Lament, Richard M., Care S. K. P. & P., Prescott, Ariz.
 Lawson, Albert, 213 West Mission St., Pease, Mo.
 Layman, Lawrence E., U. St. Expt. Farm, Fallow, Nevada.
 Logan, Thomas, 106 South Main St., Helena, Mont.
 Lynch, Charles P., 3508 Brown St., Dallas, Tex.
 McCarty, Edward W., Morenci, Arizona.
 McDonald, Peter, 119 Main St., Madison, N. J.
 Miles, John R., Picher, Okla.
 Miller, Henry E., Loomis, Calif.
 Maontayne, Roy J., Bristol Htl., Helena, Mont.
 Mott, Hugh F., Colona, Colo.
 Ostergren, Charles F., 805 North Montana Ave., Miles City, Mont.
 Pangburn, Herbert L., Buhl, Ida.
 Parr, Samuel T., R. F. D. No. 1, Box 144½, Bingham, Utah.
 Pascoe, Arthur J., 1470 La Salle St., Fresno, Calif.
 Peregrine, William D., Tom Boy Gold Mine Co., Smuggler, Colo.
 Price, John, 109½ First St., Cle Elum, Wash.

*Russell, Henry B.
 Schueller, Mathias, R. No. 2, Fowler, Mich.
 Scobie, Robert, Cle Elum, Wash.
 Sheridan, Michael, Seattle, Wash.
 Smith, Charles V., Jolliett, Penn.
 *Smith, Paul B., Bisbee, Ariz.
 *Strick, Thomas, Jr., Cle Elum, Wash.
 Tierney, Eugene A., Lewis Town, Mont.
 Trujillo, Frank T., 360 E. St., San Bernardino, Calif.
 Webb, Harry, Ola, Ida.
 Weld, Lawrence P., Box 256, Lead, S. Dakota.
 Wilson, Noah W., 39 Cor. Kentucky St., Vallejo, Calif.
 Young, Hal, Clifton, Ariz.
 Adamson, Mills W., Canyon City, Ore.
 Alder, Alfred, Rapid City, S. Dak.
 Anderson, Paul K., 412 West Scrivens St., St. Quitman,⁶Ga.
 Ashroft, Thomas W., Placerville, Ida.
 Ball, Walter W.
 Banks, John K., 147 Parker St., Scranton, Pa.
 Barber, Norman F., 4342 South Flower St., Los Angeles,⁷Calif.
 Baxter, Arthur, Staffordville, Conn.
 Bialogowicz, Albert, 720 So. 15th St., Newark, N. J.
 Blackwell, Frederick J., Kellogg, Idaho.
 Boulenger, Victor, Blackbear, Ida.
 Bradshaw, Arnold, Jackson, Calif.
 Brown, John, Salt Lake City, Utah.
 Buffatto, Mando, St. David, Ill.
 Buynack, John G., Miners Mills, Penn.
 Cameron, Stewart D., 55 Blue Wing Ave., Walkerville,⁸Mont.
 Cambell, Edward F., 117 North Grant Ave., Scranton, Penn.
 Carnett, William, Marinette, Arizona.
 Carroll, John C., Ellangowan St., Shenandoah, Penn.
 Clark, Charles S., Hayden, Arizona.
 Clark, Joseph H., Box 57, Oatman, Arizona.
 Clark, Waldo L., Box 181, Oakland, Calif.
 Coad, James J., 8409 Michigan Ave., St. Louis, Mo.
 Comfort, Clarence G., Box 870, Jerome, Arizona.
 Conley, Charles H., 93 Aliver St., Bath, Maine.
 Corbett, Bert, Dolores, Colo.
 Cox, Ira, Beaver City, Utah.
 Coy, Harry A., 2509 First St., Sacramento, Calif.
 Cunningham, Robert A., Gunnison, Utah.
 Daley, Eugene C., 53 Smith St., Quincy, Mass.
 Davis, Henry A.
 Davis, John E., Orndorff Htl., Tucson, Arizona.
 Deeben, Frederick D., Trevorton, Penn.
 Dempsey, Charles W., Mogollon, N. M.
 Denis, George, Care John Kline, Lindstrom, Minn.
 Donnelly, James A., 1834 Harrison St., Philadelphia, Penn.
 Dougherty, Thomas E., 1208 15th St., Altoona, Penn.
 Doyle, Patrick, 1701 North 5th St., Terre Haute, Ind.
 Duffy, Edward J., Gilman, Colorado.
 Edwards, Edward, Castledale, Utah.
 Egan, William K., 10 Cross St., Quincy, Mass.
 Eide, Elmer A., 1415 East 4th St., Sioux City, Iowa.
 Ellis, James C., Box 3535, Lowell, Arizona.
 Ellison, James G., Cima, Calif.
 Emmet, James E.
 Estes, Lee, 545 West Portland St., Phoenix, Ariz.
 Evert, Thomas M., 454 North 2d St., Leighton, Penn.
 Finnigan, John J., Nogales, Ariz.
 Fisher, Albert J., Tuscon, Ariz.
 Flannagan, John L., 183 Garden Ave., Carbondale, Penn.
 Foley, Edward J., 19 West St., Shenandoah, Penn.

Forest, William H., Eagle, Colo.
 Gill, Peter, Miami, Ariz.
 *Goldbar, Frank, Magdalena, N. M.
 Gordan, Roy C., 14 South State St., Salt Lake City, Utah.
 Gregory, Harold M., Winner, S. Dak.
 Gunderson, Robert, Randsburg, Calif.
 Hammonds, Wallace D., 204 North Florence St., Springfield, Ohio.
 Harmon, Sydney E., 242 Prescott St., St. Paul, Minn.
 Harris, Robert E., Care Frk. Harris, Rossville, Kansas.
 *Harwood, Hugh N.
 Heinze, Richard W., 286 Buna Vista W., Highland Park, Mich.
 Hermanson, Edwin P., Bountiful, Utah.
 Higley, Joseph C., Pasadena, Calif.
 Hogan, Thomas, 315 Oakland Ave., Brooklyn, N. Y.
 Jones, James, 6552 Hoover St., Los Angeles, Calif.
 Kearney, Francis L., Pine St., Archibald, Penn.
 Krazieski, Joseph, 1499 Rose St., Camden, N. J.
 Larrabee, Alfred M., Wilmar, B. C., Canada.
 Laydon, Martin, 1619 South 1st St., Springfield, Ill.
 McCormick, John, Havre, Mont.
 Major, Bert A., 606 Keystone Ave., Scranton, Penn.
 Marker, Ira C., 1124 Hiawatha Place, Seattle, Wash.
 Mattie, Joseph C., Box 211, Whitehaven, Penn.
 Mazzarello, Angelo A., Box 248, Willock, Penn.
 Melville, Harold B., 524 East 7th St., Leadville, Colo.
 Miller, Harry F., 51 6th St., Los Angeles, Calif.
 Minser, Thomas, Box 3036, Miami, Arizona.
 Mobley, Robert F., 1315 California St., El Paso, Texas.
 Monahan, Thomas A., Winthrop, Calif.
 Moody, Martin R., R. F. D. No. 1, Fishers Ferry, Penn.
 Murray, Robert E., Ely, Nev.
 Murray, William J., 2019 Elizabeth St., Springfield, Ill.
 Nester, John.
 Neveille, John, 2235 Elm St., Youngstown, Ohio.
 Noonam, Patrick, Pittsburgh, Penn.
 Norris, Frederick A., 75 New York Ave., N. E., Washington, D. C.
 Pannebecker, John R., Box 76, Burke, Idaho.
 Petty, Jake, 816 North St., Inerne, Penn.
 Preston, Thomas, Hereford, Tex.
 Quinn, Matthew, Garden Valley, Ida.
 Quinn, Patrick J., New Kirk, Penn.
 Reider, Charles W., R. 4, Shickshinny, Penn.
 Reynard, William J., 18 East Thomas St., Miners Mills, Penn.
 Robbins, William E.
 Ritchie, Harry H., 650 East 3d St., Bloomsburg, Pa.
 Riley, Isadore F., Nesquehoning, Penn.
 Rundle, Garfield, 114 Dana St., Forty Fort, Penn.
 Ryan, Frank M., 28 Greenwood St., Providence, R. I.
 Rykacerski, Stanley, 37 Enterprise St., Glenlyon, Penn.
 Salberg, Elmer V., 106 So. Main St., Helena, Mont.
 Segog, Ray F., 124 East 3d St., Duluth, Minn.
 Severson, Albert J., 1106 N. Harrison St., Pocatillo, Ida.
 Shearer, John M., Wallace, Ida.
 Sherman, Ira E., Box 255, Kingman, Ariz.
 Sloan, William H., Miami, Arizona.
 Smith, Thomas J., Gold Hill, Colo.
 Smith, Walter D., Springfield, Ill.
 Sobashinski, Frank, Plymouth, Penn.
 Spaulding, Thomas, Salt Lake City, Utah.
 Spiller, Elias S., R. F. D. No. 4, Gilbertsville, Penn.
 Stephens, Arthur J., Box 624, Victor, Colo.
 Stitzinger, Floyd R., Maricopa, Calif.
 Sturdy, David, Charlestown, Ark.
 Taylor, Oscar P.

Thibault, Ernest P., 25 Cloudman St., Salem, Mass.
 Tunney, James J.
 Ufheil, Joseph J., Peetsburg, N. J.
 Vance, Amos S., 250 12th St., Idaho Falls, Ida.
 Vining, George F., Eureka, Calif.
 Viola, Frank, 227 Franklin St., Dunmore, Penn.
 Wallace, Matthew, Box 24, Matthew, Wyo.
 Watson, Nicholas, 1922 15th Ave., Gary, Ind.
 Whipple, Frank O., 119 W. Bway., Butte, Mont.
 Wilcox, Francis D., Farmington, Utah.
 Wollyung, Joseph N., 2147 West Market St., Pottsville, Penn.
 Zasicki, Stanislaw, 52 West Grand St., Nanticoke, Pa.

Company "D"

1st Lieutenants

Burnside, Lewis E., 325 State St., Grove City, Penn.
In command since Dec. 10, 1918.

2d Lieutenants

Wikoff, Charles E. G., 307 Villa St., Venice, Calif.
 Groener, Emil C., 1051 Waveland Ave., Chicago, Ill.
 Green, Waldron A., 219 Tennyson Ave., Palo Alto, Calif

1st Sergeant

Brown, Charles C., Calienta, Kern Co., Calif.

Sergeants, First Class

Brooks, Charles A., 116 Ellison St., Leeds, S. Dak.
 Kinearson, Pete M., R. F. D. No. 1, Milwaukie, Ore.
 Sorby, Joseph A., 204 Lake St., Chisholm, Minn.
 Webb, Lloyd F., Sterling Hotel, San Francisco, Calif.

Mess Sergeant

Leftwich, Edwin P., Morenci, Ariz.

Sergeants

Bicknell, Harold L., 52 Hennessy Annex, Butte, Mont.
 Bensinger, William R., Edwardsport, Ind.
 Champagne, Joseph R., Box 683, Hayden, Ariz.
 Hagan, George F., 921 Lampton St., Louisville, Ky.
 Harvel, George, Reprisa, Calif.
 Joyce, Edwin, Spokane, Wash.
 Layne, Langsten, Gordon, Texas.
 Lynch, William W., Darien, Conn.
 McManigal, Allen P., 683 Linwood Ave., Columbus, Ohio.
 Mitchell, Albert B., 405½ Main St., Lead, S. Dak.
 Peek, Ray E., Box 493, Miami, Ariz.

Corporals

Bilderback, Alexander, Box 1603, Jerome, Ariz.
 Bright, Charles, Salinville, Ohio.
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 Kent, William, Cordova, Alaska.
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 McKenna, James J., 812 Railroad Ave., Pana, Ill.
 Moran, Robert L., Flat River, Mo.
 Moroni, Theodore, 101 Flesheim Sy., Iron Mountain, Mich.
 Ryan, John A., Box 383, Salinville, Ohio.
 Wrey, William M., North Miami, Okla.
 Wickes, Charles D., Reno, Nev.
 Wittle, William, Denver, Colo.

Young, George H., 767 27th St., Des Moines, Iowa.
Zoulden, Robert, Burnett, Wash.

Cooks

Carter, Roy E., Cutler, Ill.
Issaacson, William, 51 South Main St., Helena, Mont.
Johnson, Thure P., 20 Fairbank St., Worcester, Mass.
Lawson, Ova W., Baxter, W. Va.

Mechanics

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Wood, Mathew L., Box 152, Miami, Okla.

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Chapman, Zeph S., 726 Sergeant Ave., Joplin, Mo.
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Malstrom, John E., Box 293, South Range, Mich.
Mertaugh, Martin P., Hassel, Mich.

Bugler

Browarski, Edward W., Gen. Delivery, Taylorville, Ill.

Privates, First Class

Anderson, Martin T., Box 821, Globe, Arizona.
Barrett, William E.
Berg, Axel R., Sovo Tovy, Finland.
Bounous, Reuben D., R. F. D. No. 4, Monett, Mo.
Bott, Mathew, 365 Lee Ave., Collinsville, Ill.
Bowers, Fred, 117 Harlem Ave., Joplin, Mo.
Boyer, Robert W., Route No. 2, Seneca, Mo.
Burt, Louis, 221 Levee St., Kansas City, Mo.
Cheek, William M., 640 Turk St., San Francisco, Calif.
Commolly, Coleman, Battle Mountain, Nev.
Crowe, John A., Hotel Diller, Seattle, Wash.
Endean, William, 2223 Bancroft St., Port Huron, Mich.
Esser, John T., Tombstone, Arizona.
Esser, William T., Prescott, Ariz.
Ewing, Ross, Y. M. C. A. Bldg., Ishpeming, Mich.
Fairman, Harry S., Essex Hotel, Kansas City, Mo.
Genord, Joseph E., 836 Summett St., Hancock, Mich.
Gilbert, Tom, Omaha, Ark.
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Hickson, Allen, Jerome, Ariz.
Hopkins, Harold C., 47 McGovern Ave., Ashtabula, Ohio.
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Lewis, Harry E., Pickneyville, Ill.
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Mahan, Ernest L., Picher, Okla.
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McFeeley, Harold R., Finleyville, Penn.
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 Smith, Everett P., North Terre Haute, Ind.
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 Jones, Oscar S., Greenwood, Arkansas.

Privates

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 Allen, Teddy, Flatwillow, Montana.
 Amosbury, Karl J., Ray, Ariz.
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 Belcher, Willie J., Tad, W. Va.
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 Doyle, Bernard H., Caseyville, Ill.
 Dutro, Harry F., R. F. D. No. 2, Joplin, Mo.
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 Gregory, John K., 688 Marshall Ave., St. Paul, Minn.
 Griffith, Robert C., Eldorado, Ill.
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 Haglar, Ernest, Dorrisville, Ill.
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 Hare, Donald E., 16 W. Jackson St., Battle Creek, Mich.
 Heck, Jacob C., Burke, Idaho.
 Herring, Daniel B., Cherry Hotel, Cherry St., Joplin, Mo.

Hill, Wilford, Carriers Mills, Ill.
 Hoerauf, Herbert, R. No. 5, Bay City, Mich.
 Hope, John D., Hudnall, W. Va.
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 Long, Henry A., R. F. D. No. 1, Menett, Mo.
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 Markle, John R., 115 Bond St., Allegan, Mich.
 Marlowe, Philip J., 902 Front St., Ripley, Mich.
 Martini, Rudolph, Vulcan, Mich.
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 McDonald, John A., Bisbee, Ariz.
 McDonald, Kenneth F., 5036 49th Ave., S. W., Seattle, Wash.
 McFerson, James H., Parkfield, Calif.
 McGowen, Patrick J., 117 Stephens Ave., South Amboy, N. J.
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 Muehlenbeck, Frank A., R. F. D. No. 4, Saginaw, Mich.
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 *Murray, James W.
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 Nelson, Clara, 713 Jacob St., Escanaba, Mich.
 Nelson, Martin, 502 Big Four St., Eldorado, Ill.
 O'Brien, James, Assumption, Ill.
 O'Neal, Pilotm E., Clarkesville, Ark.
 Oxnam, Edward R., 389 Superior St., Milwaukee, Wis.
 Patterson, Donald W., R. F. D. No. 1, Freeland, Mich.
 Peck, Harrison M., 2152 Thomas Ave., Grand Rapids, Mich.
 Pemberton, Lewis M., Holden, Mo.
 Pernetta, Frank J., R. F. D. No. 1, Vulcan, Mich.
 Perry, William F., McCurtain, Okla.
 Peterson, Carl E., Crystal Falls, Mich.
 Poethuma, Menno, Care Mrs. Bleo, Harrison, S. Dakota.
 Prideaux, Boyd J., 954 Beach Ave., St. Louis, Mo. Federal Reserve Bank, St. Louis, Mo.
 Rank, John E., 340 East Tamarack St., Iron Weed, Mich.
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 Rann, Hugh, Harrisburg, Ill.
 Rasmussen, George B., 436 Cedar St., Sault St. Marie, Mich.
 Raymond, Harvey W., Baraga, Mich.
 Rielly, William J., 1349 Maude Ave., Grand Rapids, Mich.
 Rice, Shelvy J., Farmersville, Ky.
 Richards, Harry, Winthrop, Shasta Co., Calif.
 Ritchey, Marvin, 515 N. Liberty St., Cherryvale, Kansas.
 Robinson, Walter A., 833 Cedar St., Carthage, Mo.
 Salada, Grant, Eleanora, Penn.
 Schanuel, Albert C., Caseyville, Ill.
 Schoumakers, Nicholas, Sauk Rapids, Minn.

Sheddy, Charles, Shelburn, Ind.
 Sherod, Glen W., Keesauqua, Iowa.
 Smith, Andrew, Beecreek, Ill.
 Stanton, Frank, 40 East 1st St., North Platte, Neb.
 Stegal, Havre, Hellier, Ky.
 Stockfish, George F., Jr., 3845 Boulevard, North Bergen, N. J.
 Stout, Louis, 622 Gray Ave., Joplin, Mo.
 Studen, Gus., Springfield, Ill.
 Summerville, Miley G., Picher, Okla.
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 Sullivan, Daniel T., Helena, Mont.
 Sullivan, Edward, Assumption, Ill.
 Talley, Harley J., Johnston City, Ill.
 Trier, Harry T., 1601 Minor St., Idaho Springs, Colo.
 Thompson, Nicholas N., Deepwater, Mo.
 Tygenhoff, Alfred, 770 Newark Ave., Jersey City, N. J.
 Vanhooose, Freelan, Nippa, Ky.
 Williams, Samuel M., Thomas, Okla.
 Wilmoth, Claude L., Orange, Mo.
 Wilson, John W., Madisonville, Okla.
 Wilson, William C., Inspiration, Ariz.
 Wright, William T., Russellville, Ark.

Company "E"

Captain

Brown, Claud D., P. O. Box 96, Altadena, Calif.

1st Lieutenants

Pearce, Clyde M., 215 Citizens State Bank Bldg., Brainerd, Minn.
 Kinney, Harry D., Box 994, American P. O., Shanghai.

2d Lieutenants

Squibbs, Warner S., 2322 Jenny Lind St., McKeesport, Penn.
 Butner, Daniel W., Care N. M. H. K., Congo Belge, Africa, via Cape Town and Rhodesia.

1st Sergeant

Miller, David B., R. F. D. 5, Baxter Springs, Kansas.

Sergeants, First Class

Larson, Ernest L., Care V. S. & L. Mining Co., Front Creek, Mont.
 Parsons, Walter M., 409 East First St., Denver, Colo.
 Strode, John W., Box 1714, Miami, Arizona.
 Wilfong, Ralph G., Box 147, Fairmont, W. Va.

Sergeant, Supply

Thomas, John L., 1300 Green St., Douglas, Ariz.

Mess Sergeant

Rose, Joseph, 10301 Pierpont Ave., Cleveland, Ohio.

Sergeants

Agee, James F., 1429 Charleston St., Charleston, W. Va.
 Barron, Frank J., Anita, Penn.
 Huling, Andrew J., 728 Utah Ave., Butte, Mont.
 Hackett, Thomas J., 282 Locust St., Red Bank, N. J.
 Johnston, Adam, Sunnyside, Penn.
 Lucas, Ciril D.
 Monroe, Irving K., Oliver Iron Mfg. Co., Hibbing, Minn.
 Norton, John R., 220 8th Ave. West, Huntington, W. Va.
 Scholes, Alfred H., Granby, Mo.
 Taylor, Thomas, Box 190, Onapa W, Okla.
 Watton, James A., R. F. D. No. 5, Bay City, Mich.
 Willin, Ciril R., Care Myron Tythe, Hurley, Wis.
 Barrett, Russell M., 538 Fifth St., Parkersburg, W. Va. P. O. Box 422, Parkersburg, W. Va.
 Cummings, Charlie, 640 Nevada St., Butte, Mont.
 Degraffenreid, Eddie, Neosho, Mo.
 Delaney, Edwin P., Pittsburg, Kan.
 Erickson, Gust, 207 S. Dakota St., Butte, Mont.

Eubanks, George E., J. Longyear Co., 710 Security Bldg., Minneapolis, Minn.
 Eaves, William R., 205 Eureka St., Weatherford, Tex.
 Garrett, Harley R., Spadra, Ark.
 Grim, Simon P., 332 S. Montana St., Butte, Mont.
 Kennedy, Cecil F., 1409 E. 53d St., Chicago, Ill.
 Kuhns, Louis M., Gibson, New Mexico.
 Lyons, Percy G., Parrott, Va.
 Merwin, Dan. S., Bisbee, Ariz.
 Quinn, Patrick P., South Fork, Penn.
 Rapach, Charlie, Box 115, Smith Mills, Penn.
 Reed, Joseph E., Omar, W. Va.
 Rinn, William F., Houghton, Mich.
 Swanson, Ernest R., 622 S. Pine St., Ishpeming, Mich.
 Swindell, Edward W., 928 Santa Barbara Road, Berkeley, Calif.
 Wyosnick, John F., 216 W. Adam St., Iron River, Mich.

Cooks

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 Aleksendrovichy, Joseph, 83 La Martine St., Worcester, Mass.
 Brady, John H.
 Brouillette, William J., Box 107, Uxbridge, Mass.
 Fryer, Franklin B., R. F. D. No. 1, Andover, N. J.
 Haley, Festus R., 103 S. Welch St., Hillsboro, Ill.

Bugler, First Class

Persiehillio, John, Acquaviva, Collocrose Di Cohpovasso, Italy.

Bugler

Cotow, Cosimer, Box 122, Joffre, Penn.

Mechanics

Duffield, Thomas, 2620 Spruce St., Kansas City, Mo.
 Isreal, George W., 47 Haledon St., Patterson, N. J.

Wagoners

Chellman, William E., 4411 La Crosse Ave., Chicago, Ill.
 Fightmaster, Fred D., Care B. Grosvenor, Pomfret Center, Conn.
 Freeman, Edward D., 320 $\frac{1}{4}$ Via Ave., Joplin, Mo.
 Neil, Cleo A., 610 Pearl St., Joplin, Mo.
 Sage, Sidney D., 535 First Ave., North St. Petersburg, Fla.

Privates, First Class

Ackriell, James, Black Pine, Ida.
 Aiello, Antonio, Tono, Wash.
 Antosy, Steven J., Jr., 415 Laurel St., Reading, Penn.
 Baker, Christopher, Braddock, East Pittsburgh, Penn.
 Bardol, George E., 2235 Missouri Ave., St. Louis, Mo.
 Beeley, William H., Hawk Run, Penn.
 Bosone, Joseph, 405 Mutual Life Bldg., Seattle, Wash.
 Branagh, James, 934 16th St., Douglas, Ariz.
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 Caruso, Clement, Ramsey Town, Penn.
 Cleary, Emmet C., 515 Diamond St., Butte, Mont.
 Clifford, Benjamin, 1830 Elm St., Butte, Mont.
 Cox, Edward F., 16 Devans St., Roxbury, Mass.
 Dailey, James V., Lattimer Mines, Penn.
 Dennis, Robert A., 403 Lafayette St., Jacksonville, Ill.
 Donnelly, Hugh, Pawnee, Ill.
 Donnelly, Michael, Kincaid, Ill.
 Garnett, George A., 304 Johnson Ave., West Terre Haute, Ind.
 Gideon, Ernest W., 1308 Missouri Ave., Joplin, Mo.
 Grant, Harry E., Eagle Bend, Minn.
 Handcock, Thomas J., 427 Mahoney St., Butte, Mont.
 Haughian, Hugh, 1008 West Silver St., Butte, Mont.
 Hiller, Otto J., Staunton, Ill.
 Jankovich, Louis M., Rijeka, Montenegro.
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 Jensen, Roy C., R. F. D. No. 1, P. O. Box 16, Sandy City, Utah.

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 Kitterman, Jesse, Louisville, Ky.
 Knox, Roy J., Wilder, Mont.
 Landrum, Alva, Rockford, Ky.
 Lewis, Evans J., Smokerun, Penn.
 Liddle, Russell G., Mifflin, Wis.
 Linkous, Fred R., Westfowmsme, Tenn.
 Long, Earl A., Nisswa, Minn.
 Madsen, Marinus, Poplar and Elm Sts., Fords, N. J.
 Malone, Mason R., Philippi, W. Va.
 McCarthy, James, 1809 Grace St., Hannibal, Mo.
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 Smith, John C., 329 National Ave., West Terre Haute, Ind.
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 Trevarthan, James R., Bessemer, Mich.
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 Brown, August B., R. F. D. No. 1, Somersset, Penn.
 Brown, James E., Thunderhawk, S. Dak.
 Bruner, Alonso, Tower Hill, Ill.
 Burke, Ralph J., Portage St., Lilly, Penn.
 Carney, James, Route 24, La Salle, Ill.
 Cashman, Elmer M., 2532 12th Ave., Seattle, Wash.
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 Cullen, Marshall B., New Cumberland, W. Va.
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 Davis, George, Music, Ky.
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 Elmore, Frank, R. F. D. No. 8, Brasil, Ind.
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 Franklin, Jesse, Irvong, Ill.
 Gavvas, Harry, Perins, Colo.
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 Goeboro, Charles, Morriadale, Pa. Gen. del.
 Goninan, Richard, Seattle, Wash.

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 Kaylor, Fred, Box 133, Stonington, Ill.
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 Ludwig, Charles F., Engelmire P. O., Plumas Co., Cal.
 Luemas, David O., Primero, Colo.
 Mace, Everett F., Iberia, Mo.
 May, William, Cherokee, Ky.
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 Miles, Walter E., 1105 W. Calhoun St., Springfield, Ill.
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 Morton, Rufas, Winslow, Ind.
 Muncey, Harrison, Yukon, W. Va.
 Nevins, Cecil J., Fontanet, Ind.
 Niccum, Walter, Route A, West Terre Haute, Ind.
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 Powell, Alma J., Bountiful, Utah.
 Powell, William H., Hellier, Pike Co., Ky.
 Ramsier, Jacob, Staunton, Ill.
 Ranger, John J., Ironwood, Mich.
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 Scott, Marshall C., Ellamorn, W. Va.
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 Stoltz, George E., 1611 Lapier St., Saginaw, Mich.
 Strevel, Henry S., 1305 Adams St., Bay City, Mich.
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 Swanson, Gus, Lanse, Clearfield Co., Penn.
 Switalaki, Joe R., Elbert, W. Va.
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 Taylor, Frank, Hermansville, Mich.
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 Thomas, Frederick, Odon, Ind.
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 Toney, Jesse, Blooming Rose, W. Va.
 Tressler, John B., South Connellsville, Penn.
 Trevarthan, George C., Bessemer, Mich.
 Trybom, Otto W., Iron River, Mich.
 Tuxworth, Ronald J., 1619 4th St., Sault Ste. Marie, Mich.
 Underwood, Dwight L., 39 Massachusetts Ave., Springfield, Mass.
 Ufkeil, Joseph C., 881 Drexel Ave., Detroit, Mich.
 Vigil, Fidel, Trinidad, Colo.
 Wanio, Hineo K., 617 Finn St., Hancock, Mich.
 Walthero, Joseph A., 3738 Downing St., Denver, Colo.
 Walton, Roscoe, Allen, Kan.
 Wasseen, Godfrey, Grassflat, Penn.
 White, Earl, Glen White, W. Va.
 Wick, Arthur G., Grass Flat, Penn.
 Williams, Frank, Ashland, Ill.
 Willis, Elmer, 5166 Minerva Ave., St. Louis, Mo.
 Wolfe, Oral J., Tunnelton, W. Va.
 Wolff, Philip E., 1803 Emma St., Menominee, Mich.
 Wormwood, James W., Amasa, Mich.
 Zenner, Ernest R., 191 Douglas St., Houghton, Mich.

Company "F"

Captain

Tallant, John D., Braden Copper Co., Rancagua, Chile, S. A.

1st Lieutenants

Denithorne, George S., 312 Penn. St., Huntington, Penn.

Atkins, James A., R. F. D. No. 2, Lexington, Ky.

2d Lieutenants

Lahy, Wilder M., Bright Waters, L. I., N. Y.

De Berry, William E., 228 Drum St., San Francisco, Calif.

1st Sergeant

Crouch, Erwin N., Federal Reserve Bk., Portland, Oregon.

Sergeants, First Class

Kemp, Herbert, 125 S. Curry St., Ironwood, Mich.

Ramage, David A., 291 Woodside Ave., Newark, N. J.

Shanahan, Walter E., 239½ Summit Ave., Jersey City, N. J.

Shellcrosslee, Harry, 219 Fulton Pl., Canton, Ill.

Sergeants

Brooks, Oscar F., Burlington, N. Dakota.

Benedict, Clifford L., 1020 Jackson Ave., Joplin, Mo.

Deckermann, Frederick H., 637 Franklin St., Elizabeth, N. J.
 Franklin, Earl R., 246 S. 13th St., San Jose, Calif.
 Gallagher, Frederick G., 16 St. Lukes Pl., Montclair, N. J.
 Jerrow, William, 204 Van Buren St., Newark, N. J.
 Kellett, John A., 113 Ash St., Ironwood, Mich.
 Loeffel, Louis, 946 Hamblet Pl., North Bergen, N. J.
 Logan, Richard E., 118 So. McCormick St., Prescott, Ariz.
 McPherson, James D., 41 Seattle Ave., San Jose, Calif.
 Norton, Russell S., Needles, Calif.
 Peterson, August R., 72nd Ave., Warren, Pa.

Mess Sergeant

Gibbons, Earl E., 3263 Gilham Blvd., Kansas City, Mo.

Supply Sergeant

McDermott, Steven F., 357 E. 68th St., New York City.

Corporals

Brown, Almon W., 1139 Prospect Ave., Springfield, Mo.
 Carlson, Carl S., Box 181, Norway, Mich.
 Dushane, Frank, Box 748, Negaunee, Mich.
 Evans, James H., 1422 S. Fayette St., Saginaw, Mich.
 Godden, Forrest F., 520 E. Center St., Marion, Ohio.
 Hand, James, Box 126, Joplin, Mo.
 Hennig, Carl, 366 E. Mercury St., Butte, Mont.
 Hodson, Earnie L., Baxter Springs, Kan.
 Leasure, Le Vere L., Larned, Kan., Home address. A. E. F. School Det., University of
 Birmingham, Birmingham, England.
 Mabie, George H., North Bergen, N. J.
 Mhlbach, Peter E., 618½ East St., Parkersburg, W. Va.
 Ray, Harry H., 128 S. Main St., Harrisburg, Ill.
 Ruyak, Michael, 913 E. 4th St., So. Bethlehem, Penn.
 Singelton, Dave A., Sutherland, Utah, via Delta.
 Smallman, Emery S., Springtown, W. Va.
 Smita, Carlyle D., Clear Creek, Carbon Co., Utah.
 Swearingen, Edward T., Ft. Scott, Kan.
 Towsey, Raymond M., 409 So. Arch St., Connellsville, Penn.
 Williams, Paul K., 505 Pine St., Anaconda, Mont.

Cooks

*Ault, Frank B., Old Albuquerque, N. Mex.
 Congleton, Charles, 810 E. Laurel Ave., Hattisburg, Miss.
 Frasier, Lem D., Blue Mound Mining Co., Baxter Springs, Kansas.
 Gaffigan, Harry T., 1523 E. Jackson St., Springfield, Ill.

Wagoners

Dupen, Anthony B., Box 66, Bisbee, Ariz.
 Hay, James B., Koehler, N. Mex.
 Martin, Fred J., 19 James St., New Brunswick, N. J.
 Meehan, Andrew J.
 Miltner, Martin J., 410 E. 6th St., Plainfield, N. J.
 Murphy, Benjamin T., 249 Fairmount Ave., Jersey City, N. J.

Mechanics

Slutts, Charles H., Trecce, Kan.
 Techupp, Emil J., 815 Savoye S., West Hoboken, N. J.

Bugler, First Class

Cecil, Joseph Alvin, Raywick, Ky.

Bugler

Shoenfeld, Ernest A. R., 1144 Louisa St., Elizabeth, N. J.

Privates, First Class

Addis, Lindsey G., 47 Cedar St., Sharon, Penn.
 Barber, George F., Live Oaks, Calif.
 Barnhart, Corbet H., Honaker, Va.
 Conrade, George, Proctor, Minnesota, Gen. Del.
 Deverell, Samuel A., 1816 Connor Ave., Joplin, Mo.
 Deverld, Joseph, Route No. 4, Box No. 208, Joplin, Mo.
 Doherty, James, 69 Cooper St., Butte, Mont.

Dragoo, Allen K., Route No. 2, Fairmont, W. Va.
 Elkholtz, Gigert P., 304 3d St., Iron Mountain, Mich.
 Farris, William B., Reeds, Mo.
 Freeman, Harold L., 230 Baldwin St., New Brunswick, N. J.
 Ganey, Hughie, Gillespie, Ill.
 Green, Clyde E., Blooming Rose, W. Va.
 Crose, George E.
 Heleson, Walter E.
 Horan, Thomas A., 318 7th St., Jersey City, N. J.
 Johnson, Axel E., Grass Flat, Penn.
 Kellstrom, Arvid H., 522 "K" St., Negaunee, Mich.
 Larson, Carl E., Box 143, Crystal Falls, Mich.
 Laster, George W., 317 N. Connor Ave., Joplin, Mo.
 Lewis, Alma D., 819 So. Illinois St., Springfield, Ill.
 Livingston, Edgar N., Alex, Ark.
 Marquardt, Albert, 175 Manhattan Ave., Jersey City, N. J.
 Mayfield, John L., 710 W. Euclid Ave., Pittsburg, Kansas.
 Miller, Charles R., Co. M, 37 Infantry, Laredo, Texas.
 Mindrup, Edward, R. F. D. No. 2, Box 80, Staunton, Ill.
 McKay, James, 162 Hastings St., Brookville, Penn.
 McKelvey, Andrew L., 2528 Virginia St., Joplin, Mo.
 McKinney, Francis M., Commerce, Okla.
 Newcombe, James M., Harrisburg, Ill.
 Onderko, Mike J., 303 N. Chestnut St., Pana, Ill.
 Pease, Clyde L., 345 New York Ave., Wichita, Kan.
 Reinshagen, Hans E., Box 31, Waldwick, N. J.
 Robel, William F., Bear Creek, Mont.
 Roberson, George H., R. 7, Greenwood, Ark.
 Rose, Elbert, Harrisburg, Saline Co., Ill.
 Shingleton, Carroll B., 455 Hamor Ave., Clarksburg, W. Va.
 Srygley, Bluit L., Town Creek, Ala.
 Steele, James, Gageville, Bellows Falls, Vt.
 Taylor, William, Uriopa, W. Va.
 Thomason, Albert E., 1522 Peoria Road, Springfield, Ill.
 Tolbert, James B., Mitchellville, Ill.
 Tucker, William D., R. F. D. 5, Harrisburg, Ill.
 Von Nostrand, Jacob H., Washington St., Sc. Boundbrook, N. J.
 Watten, Oswald M., 3247 Lyndale Ave., N., Minneapolis, Minn.
 Wilkin, Harry E., Quartzsite, Ariz.
 Woodcock, Barney, Hockerville, Okla.
 Yates, Thornie, Brewster, Fla.

Privates

Adams, William A., Chadwick, Mo.
 Ahlstrom, Carl G., 923 N. 3d St., Marquette, Mich.
 Altizer, Wade, Kistler, W. Va.
 Altman, Frederick G., Granby, Mo.
 Andrews, Sidney A., 704 W. Fleisham St., Iron Mountain, Mich.
 Anglin, Raymond, Harrisburg, Ill.
 Bacigalupo, Frank B., 312 Garden St., Hoboken, N. J.
 Baker, Wesley, 207 Virginia St., Joplin, Mo.
 Bandoss, Thomas J., 1543 Noble St., Chicago, Ill.
 Barber, Edward C., Twin Branch, W. Va.
 Barrett, Leo G., 444 Kearny Ave., Arlington, N. J.
 Beck, Charles A., Lehi, Utah.
 Bellomato, Constantino, Rico, Colo.
 Borroyer, Emil.
 Berroyer, Emil, 400 N. Locust St., Pana, Ill.
 Betsing, John P., Jr., Mohawk, Mich.
 Blackwood, John T., Milton, W. Va.
 Blondiau, Andrew, 407 W. 3d St., Assumption, Ill.
 Bohannon, Charles, 1506 E. Washington St., Springfield, Ill.
 Bowling, Ross.
 Bracco, Anthony B., 2524 D St., Calumet, Mich.
 Brady, James, 525 Hauchett St., Saginaw, Mich.

Brady, James A., 336 Monmouth St., Jersey City, N. J.
 Brophy, Thomas J., R. D. No. 2, New Calilee, Penn.
 Brown, Samuel R., Montrose, Colo.
 Buckley, Harvey Henry, Eldorado, Ill.
 Burian, Frank, Belleville, Ill.
 Burnham, Wayne J., Box 85, East Calais, Vermont.
 Chiurazzi, Peter J., 1871 Jancey St., Pittsburgh, Penn.
 Button, Elden, Baxter Springs, Kan.
 Coffey, Floyd C., R. F. D. No. 3, Box 46, Joplin, Mo.
 Comba, Antonio, Chickaw, Penn.
 Connelly, Leo A., Ava, Jackson Co., Ill.
 Conner, Thomas J., 1100 S. 15th St., Springfield, Ill.
 Cooper, William R., 307 Montana St., El Paso, Tex.
 Corlett, Thomas, 802 Douglass St., Ispeming, Mien.
 Craggs, Thomas, 4149A Cooks Ave., St. Louis, Mo.
 Cvangros, John, 517 N. Poplar St., Pana, Ill.
 Dahl, Laurits, 819 Oak Ave., Gladstone, Mich.
 Danielson, Sidney R., Glencoe, Calif.
 Davidson, Harry I., 912 Douglas, Box 787, Savannah, Ga.
 Decell, Lewis A., Waterbury Center, Vt.
 Dillon, Robert B., 514 Sussex St., Harrison, N. J.
 Di Rizza, Pasquale, 1122 Erie Ave., Renova, Penn.
 Driesbaugh, Fred L., Hermosa, S. Dakota.
 Cleghorn, Lester H., 437 135th St., West New York, N. J.
 Ebright, Francis F., Alba, Mo.
 Elliott, Edward D., 1108 Maryland Ave., Butte, Mont.
 Engler, James E., Kuttawa, Ky.
 Erhardt, Joseph, R. F. D. No. 6, Box 43, Duquoin, Ill.
 Eroh, Paul F., 555 N. Vine St., Hazleton, Penn.
 Fenton, Isaac, Meadow Lands, Penn.
 Flannery, Thomas J., Stowe St., Waterbury, Vt.
 Ford, Coy A., R. F. D. No. 5, Coshocton, Ohio.
 Fowler, Bert R., Baxter Springs, Kansas.
 Fox, Mordecai Y., 298 Carrolton Ave., Brooklyn, N. Y.
 Fuller, Harry C., Hillsboro, Ill.
 Gardels, Walter D., Witt, Ill.
 Gilman, John, 1214 S. Broadway, Gary, Ind.
 Ginter, Clyde N., Coalport, Penn.
 Girvin, Samuel, R. F. D. No. 1, Rudyard, Mich.
 Gormely, Alton A., Newberry, Mich.
 Gray, Ralph A., 419 Orner St., Carthage, Mo.
 Gresock, William T., Anita, Penn.
 Gustafson, William T., Cranshaw, Penn.
 Hall, Taylor, Minnie, Ky.
 Hanna, Glen, R. F. D. No. 7, Box No. 186, Battle Creek, Mich.
 Harlan, Sidney B., Argonia, Kan.
 Harland, Fred, Milketown, Ill.
 Harrieson, Charles M., McLeansboro, Ill.
 Harris, Henry M., Cleaton, Ky.
 Hoffman, Carl E., 77 Clifton Park, Pittsburgh, Penn.
 Hogan, James E., Redding, Calif.
 Hondrop, Dennie, 141 Antonie St., Grand Rapids, Mich.
 Howe, Ira, Galatia, Ill.
 Hughes, Thomas E., 263 Farewell Ave., Milwaukee, Wis.
 Jacobson, Edward O., 705 Walker St., Iron Mountain, Mich.
 Jarvia, Edward E., 334 Florida St., Larium, Mich.
 Johnson, George D., Lock Box No. 20, Republic, Mich.
 Johnson, Edmond C., Box 505, Perkins, Mich.
 Jones, William L., Webb City, Mo.
 Jynella, George, Gen. del., Springfield, Ill.
 Kapp, Josepn, Breese, Ill.
 Kellogg, James, Michigan Soldiers' Home P. O., Grand Rapids, Mich.
 Keppler, Louie F., 224 E. 4th St., Joplin, Mo.
 Kerbatta, August S., 506 Railroad St., Monongahela, Penn.

Klusmann, Henry, Calhoun St., Butte, Mont.
 Kristian, John, 311 N. Elm St., Pana, Ill.
 Kukelski, Bernard, 344½ 5th St., Jersey City, N. J.
 Labenne, George, 60 Victor Ave., Highland Pk., Mich.
 Lambert, William W., Liberal, Kan.
 Lawson, Asberry, R. F. D. No. 1, Asnland, Ky.
 Madore, Joseph, 1918 Gaylord St., Butte, Mont.
 Marker, Edward L., 204 So. Biyd St., Martinsburg, W. Va.
 McCormick, Michael, Adah, Penn.
 McDole, John, 10831 Michigan Ave., Chicago, Ill.
 McDonald, John H., Park City, Utah.
 Midkiff, Edward L., Blue Sulphur Springs, W. Va.
 Millard, Scott, McHenry, Ky.
 Moss, Ted, 726 Kentucky Ave., Joplin, Mo.
 Murray, Henry, 2 Bolster Place, Barre, Vt.
 Nela, Clyde, Harrisburg, Ill.
 Novitski, Joseph W., R. F. D. No. 1, Blossburg, Penn.
 Oaks, Levi, Elkatawa, Ky.
 O'Donnell, Edward P., Prescott, Ariz.
 O'Brien, John T.
 Perkins, Joe A., R. F. D. No. 1, Jellico, Tenn.
 Peterson, Raymond E., 511 S. Hosmer St., Lansing, Mich.
 Phillips, William E.
 Puckett, Hughbert D., Plummer, Idaho.
 Rader, Charles W., R. 5, Box 536, Joplin, Mo.
 Renick, Chester, Dekoven, Ky.
 Ridley, Oscar W., Ledford, Ill.
 Robertson, Roy C., Route No. 2, Kingman, Kan.
 Searoy, Elmer C., Harland, Ky.
 Schlostein, Frederic W., 248 Mt. Pleasant Ave., Newark, N. J.
 Sanders, Martin L., 1317 Virginia Ave., Joplin, Mo.
 Russell, Fred, Dorrisville, Ill.
 Rose, Fred E.
 Rury, Fred E., Sparta, Ill.
 Smith, Jesse E., Box 220, Baxter Springs, Kan.
 Snider, Ralph C., Fountaintown, Ind.
 Stephens, Chester A., Warren, Ida.
 Stewart, John C., Macy, Ida.
 Stoker, Alex., Valdes, Ida.
 Stone, Roy C., Girard, Ill.
 Tarrach, Antons, Route No. 2, Box 92, Staunton, Ill.
 Thomas, Harper R., 126 W. Hampshire St., Piedmont, W. Va.
 Tortorello, George.
 Trumbell, Raymond A., Elvon, Penn.
 Van Valkenburgh, Milo T., 208 3d St., Royal Oak, Mich.
 Van Slyke, James C., Hookerville, Okla.
 Vermack, Joseph, Stonington, Ill.
 Vincent, John W., 806 Short St., Galena, Kan.
 Vogt, Louis, 639 Meeting House Lane, W. Philadelphia, Penn.
 Walters, Everett A., Elkville, Ill.
 Weber, Frank R., Sterling, Neb.
 White, Edward H., Coffeen, Ill.
 Whiteside, Grover L., Elk City, Okla.
 Willoughby, Charles A., Jr., 309 E. Pitt St., Bedford, Penn.
 Wilkins, Jess J., Eldorado, Ill.
 Winterbottom, Arthur, 525 E. Church St., Sparta, Ill.
 Young, Edward M.
 Young, Orville E., R. F. D. No. 4, Taylorville, Ill.

CASUALTIES IN THE 27TH ENGINEERS

Killed in Action

Hooper, William J., Sergeant, Co. B, Oct. 5, 1918, Apremont, France.
Lombardo, Dominick, Private, Co. B, Oct. 10, 1918, Apremont, France.
Perkins, Albert W., Private, Co. A, Sept. 29, 1918, Charpentry, France.
Yocum, Birchard G., Private, Co. A, Oct. 3, 1918, Charpentry, France.

Died of Wounds Received in Action

Blair, Bob I., Private, Co. B, Oct. 5, 1918, Apremont, France.
Faris, Norman L., Corporal, Co. B, Oct. 5, 1918, Apremont, France.

Accidentally Killed

Brown, Charles A., Private, Co. F, Nov. 16, 1918, Brieuilles, France.

Died of Disease

Begick, Otto E. D., Private, Co. F, Oct. 14, 1918, Langres, France.
Dixon, William M., Corporal, Co. F, Dec. 31, 1918, France.
Elvington, Lewis, Private, Hdqtrs., Base Hosp. 23, France.
Gayhart, Earl, Private, Co. F, Oct. 9, 1918, Langres, France.
Goodman, Herbert J., Private, Co. E, Oct. 11, 1918, Langres, France.
Harwood, Hugh N., Private, Co. C, France.
Hauser, Warren C., Private, Co. A, Mar. 15, 1918, Brest, France.
Higdon, Louis, Sergeant, Co. F, Abt., Dec. 10, 1918, St. Dizier, France.
Lafine, Clarence A., Private, Co. F, Oct. 5, 1918, Langres, France.
McCreary, John H., Private, Co. D, Oct. 10, 1918, Langres, France.
Peale, Van Horn, Sergeant, Hdqtrs., Aug. 10, 1918, Paris, France.
Russell, Henry B., Private, Co. C, Mar. 14, 1919, at sea.
Scott, Francis R., Wagoner, Co. C, Mar. 15, 1919, at sea.
Strick, Thomas, Jr., Private, Co. C, France.

Died from Other Causes

Arnold, Thomas, Sergeant, Co. A, May 16, 1918, Jorquenay, France.
Hinds, Dennis, Corporal, Co. A, Dec. 4, 1918, Viloenes, France.
Murray, James W., Private, Co. D, Dec. 16, 1918, LaChatelier, France.
Pugh, John, Private, Co. B, Feb. 9-10, 1919, Portillon, France.

Seriously Wounded in Action

Bissett, William J., Private, Co. A, Sept. 29, 1918, Charpentry, France.
Robinson, Elwood B., Private, Co. B, Oct. 5, 1918, Apremont, France.
Smith, Paul B., Private, Co. C, Aug. 22, 1918, Dole.

Seriously Wounded (Accidentally)

Labenne, George, Private, Co. F, Nov. 5, 1918, Montblainville, France.

Slightly Wounded in Action

Bunch, Samuel D., Private, Co. A, Sept. 29, 1918, Charpentry, France.
Corbett, Bert, Private, Co. C, Sept. 5, 1918, Cléry-Chartreuse, France.
Cuneo, Emil, Private, Co. A, Sept. 29, 1918, Charpentry, France.
Delcamp, William E., Private, Co. B, Oct. 5, 1918, Apremont, France.
Elliott, Walter R., Corporal, Co. B, Oct. 9, 1918, Apremont, France.
Erickson, John M., Private, Co. A, Sept. 27, 1918, Varennes (Meuse), France.
Fedorkevich, Constantino, Private, Co. A, Sept. 29, 1918, Charpentry, France.
Goldbar, Frank, Private, Co. C, Aug. 22, 1918, Dole, France.
Groves, Ozro, Private, Co. B, Sept. 24, 1918, Clermont, France.
Jensen, Lester, Private, Co. B, Sept. 30, 1918, Boureuilles, France.

Kitchen, Harry H., Private, Co. C, Aug. 22, 1918, Dole, France.
Lewis, Llewellyn C., Private, Co. B, Oct. 9, 1918, Apremont, France.
McDonald, John, Jr., Private, Co. B, Oct. 5, 1918, Apremont, France.
McEachern, John C., Private, Co. B, Oct. 5, 1918, Apremont, France.
Morrow, Robert E., Private, Co. B, Oct. 5, 1918, Apremont, France.
Peterson, Thorwald B., Private, Co. B, Oct. 5, 1918, Apremont, France.
Refer, Svend, Private, Co. B, Oct. 5, 1918, Apremont, France.
Rutherford, Harold M., Sergeant, Co. C, Nov. 1, 1918, Villores, France.

Slightly Gassed in Action

Beratto, Barney B., Private, Co. A, June 2, 1918, Toul Sector, France.
Conner, Willard E., Private, Co. B, Oct. 5, 1918, Apremont, France.
Said, Kenneth M., Sergeant, Co. A, Nov. 11, 1918, Villores, France.
Styner, Toney G., Private, Co. B, Sept. 16, 1918, Thiécourt, France.

Slightly Wounded (Accidentally)

Ault, Frank B., Private, Co. F, Nov. 15, 1918, Brièulles, France.
Vermack, Joseph, Private, Co. F, Nov. 16, 1918, Brièulles, France.

MEMORABILIA

HEADQUARTERS, ARMY SCHOOLS, A. E. F.,

Aug. 6, 1919.

CAPT. NORVAL J. E. WELCH,
Co. A, 27th Engineers,
American Exp. Forces.

My dear Captain: As your company is leaving the school area tomorrow for active duty at the front, I take this opportunity of expressing to you, to your officers, your non-commissioned officers, and your men, the regret I feel at parting with your organization.

The administration of your company has always been excellent. It has the best kitchen, dining room, billets, and arrangements for comfort of the men in the School Area.

Please take some means of making this letter known to the officers and men of your company.

Hoping that some time I may have the pleasure of having in my command your fine organization, I am

Very sincerely yours,
(SGD) H. A. SMITH,
Brig. Gen. N. A.
Commanding Army Schools.

HEADQUARTERS, FIRST ARMY

OFFICE OF CHIEF ENGINEER

Water Supply Service

September 21, 1918.

From: Water Supply Officer, First Army American E. F.

To: C. O. 27th Engineers, American E. F.

Subject: Service of Detachment of 27th Engineers on Water Supply.

1. In view of the excellent work done by the personnel of Companies "A" and "B" of the 27th Engineers (Mining), I desire to express through you my sincere appreciation of their unreserved co-operation.

2. This is especially true as regards the detachments working in the Lagney and Griscourt Districts, namely, the detachments of Company "B" under Captain Royce and Lieut. Jenkins, respectively, and the detachment of "A" Company under 1st Lieut. Edmondson. Much credit is also due the detachment of "A" Company which was at Baccarat, with its technical work under the direction of 1st Lieut. Miller of that Company.

(SGD) F. W. SCHEIDENHEIM,
Captain, Engineers.

HEADQUARTERS, FIRST ARMY

OFFICE OF CHIEF ENGINEER, ADVANCE P. C.
Bridge Section

October 24, 1918.

TO THE OFFICERS AND MEMBERS OF COMPANY B, 27TH ENGINEERS:

Colonel E. D. Peek, Engineer, Department of Railroads and Roads, has directed me to convey to you his appreciation for your loyalty and perseverance in the difficult task of constructing the highway bridge at Apremont under shell fire. The successful completion of the bridge allowed the movement of troops and supplies which were of the utmost importance to our forces.

(SGD.) A. MACGLASHAN,
Major, Engineers,
Bridge Officer.

HEADQUARTERS, FIRST ARMY

OFFICER OF CHIEF ENGINEER, ADVANCE P. C.
Bridge Section

November 19, 1918.

Memorandum to Lieut. Colonel O. B. Perry, Engineer of Bridges.

Report of activities of Bridge Section during operations from September 26, 1918, to November 11, 1918.

Extract

The Bridge Section followed the advance and began work on bridges released as soon as circumstances permitted. They made fre-

quent reconnaissances along the Aire and Meuse under fire. Several of the bridges were constructed under direct observation, and the bridge work completed under shell and machine-gun fire. Notably at Apremont highway bridge crossing the Aire River, where four men of Company B were killed and many injured. At Charpentry the troops widening the bridges were subjected to heavy shelling with high explosive and gas shells. At Chatel-Chehery and the second crater south of Varennes, troops were subjected to shell fire. Captain Norcross and Lieutenant Burrage, of C Company, made reconnaissances along the Meuse, inside of the enemy lines, and penetrated as far as Clery-le-Petit, bringing back information of the bridges up to that point. Many of the bridges were constructed under pressure, the troops working day and night. This was the case at the second crater south of Varennes, in order to provide for heavy trucking and troop movements to the front, and at Grandpre, four bridges being constructed for the light railway in order to move ammunition and provisions forward. Most of the work was carried on during rainy weather, day and night shifts. The officers and men of the 27th Engineers deserve great credit for the able and loyal manner in which they performed the work assigned to them during this period; the work at night, consisting of pile-driving and framing bents, was done without lights. All of the troops engaged on bridge work made every effort to finish the work assigned to them at the time set for its completion.

(SGD) A. MACGLASHAN.
Major, Engineers,
Bridge Officer.

HEADQUARTERS, FIRST ARMY

OFFICE OF CHIEF ENGINEER

November 23, 1918.

From: The Chief Engineer, First Army.

To: Commanding Officer, 27th Engineers.

Subject: Services Rendered During Offensives.

1. I desire to express my appreciation to you, and through you to your Regiment, of the excellent service rendered by the officers and men of the 27th Engineers during the Meuse-Argonne offensive, beginning Sept. 26 and continuing until the conclusion of the Armistice on Nov. 12.

2. At a time when the building of bridges was of paramount importance to the Army and its supply, the men of your command met every demand made upon them, and by their energy and ability contributed in no small degree to the success of the first army.

3. A copy of this is being sent to the Chief of Staff, First Army.

4. Please publish this letter to all the officers and men of your command at the earliest opportunity.

(SGD) GEORGE R. SPAULDING.
Colonel, Engineers, U. S. A.
Chief Engineer, First Army.

AMERICAN EXPEDITIONARY FORCES

HEADQUARTERS SERVICES OF SUPPLY
Office of the Chief Engineer, A. E. F.

Feb. 17, 1919.

From: The Chief Engineer, A. E. F.

To: Commanding Officer, 27th Engineers.

Subject: Letter of Commendation.

1. Before definite orders are issued for Engineering units to return to the States, it is my desire that these units be advised that they have met conditions imposed by the conflict just concluded in a satisfactory manner.

2. Your regiment had many important duties to perform in connection with the work in the Armies, besides being called upon to perform military duties of real value, all of which were performed with credit to your organization.

3. I want you and your command to know that the services rendered were highly satisfactory, and deserve commendation.

(SGD) W. C. LANGFITT,
Major General, U. S. A.

ASSOCIATION OF THE 27TH ENGINEERS

W. R. Ingalls, then editor of the *Engineering and Mining Journal*, aided by that paper, first started the Comfort Fund in November, 1917. A little later it was considered best to form a duly organized association as an auxiliary to the Regiment. This was done, with Colonel Perry as president, A. J. Baldwin, vice-president, and W. R. Ingalls as secretary and treasurer. Messrs. B. B. Thayer, vice-president of the Anaconda Copper Mining Co., Clinton H. Crane, president of the St. Joseph Lead Co., and A. C. Ludlum, president of the New York Engineering Co. agreed to serve as an advisory committee and performed highly valuable service, with unflagging interest. Equally important was the active work done by A. J. Baldwin, vice-president of the McGraw-Hill Publishing Co. No record would be adequate without ample recognition of the work of Hortense Hanks, secretary to Mr. Ingalls, who kept the accounts of the Association, and did very much of the administrative work, and was indeed its real secretary; or without recognition of the work of Allen H. Hubbell, of the editorial staff of the *Engineering and Mining Journal*, who was in charge of the publicity, and wrote the weekly stories about the Regiment and the Comfort Fund.

Splendid was the coöperation of the mining industry as a whole, whose corporations, managers, engineers and employees gave so generously to the Comfort Fund, whose aggregate surpassed \$20,000, at a time when appeals to the purse from many quarters were greedy and insistent. The actual gifts to the Regiment were far in excess of what the accounts show, for the *Engineering and Mining Journal* paid all the administrative expenses, paid for a very expensive advertising campaign by mail for recruits, while many of its advertisers donated costly space in the advertising pages, and many individuals gave books and other goods. All these good people and good citizens may feel a proper pride in having done their bit to promote the 27th Engineers and that pride must be enhanced by the knowledge that the Regiment made good, as everybody knew it would.

The details of the work of the Association were given in the periodical reports of the Secretary and Treasurer, which were published from time to time in the *Engineering and Mining Journal*.

Following the disbandment of the Regiment it was decided to reorganize the Association as a permanent thing and this was done through the form of the simple constitution and by-laws, W. R. Ingalls becoming president in conformity with the wishes expressed by the men while in France, with Colonel Perry as vice-president and Hor-tense Hanks as secretary. A circular letter issued to the men under date of May 10, 1919, explained the purposes and conditions.

A bronze service medal was struck off and sent to each man. This artistic and expressive medal was the design produced by some of the men of the Regiment while they were in France. The draftsmen and die-cutter here did nothing more than adjust proportions and arrange minor details. This history is the concluding gift of the Association to the Regiment as a whole.

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